

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 41.]

SATURDAY, OCTOBER 11, 1873.

[WHOLE No. 1,955 VOL. XLV. 46]

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Who shall Control our Railroads.....	1269
Pennsylvania Railroad.....	1270
Ship-Building in Delaware.....	1270
Vermont and Canada Railroad.....	1270
The Flour and Grain Trade.....	1270
New Haven, Middletown and Willimantic R.R.....	1271
The Iron Export from Gr. Britain.....	1271
Rutland and Rochester Railroad.....	1271
Nashville, Chattanooga and St. Louis Rail- way.....	1272
Railroad Earnings.....	1274
City Passenger R. R. Share and Bond Lists.....	1275
Federal and State Securities.....	1277
Dividend and Interest Tables.....	1276, 1278
Railroad Share List.....	1286
Stock Exchange and Money Market.....	1293
Imports of Dry Goods.....	1295
Public Debt of the United States.....	1296
Worcester County Railroad.....	1297
Preservation of Sheet Iron.....	1297

## American Railroad Journal.

New York, Saturday, October 11, 1873.

### Who shall Control our Railroads?

We think the signs of the times clearly portend that a radical change is impending in the management of the railroad system of the country. Precisely what that change may be, or just how it will be effected, it is as yet too early to predict.

We are sure, however, that we hazard nothing in saying that the Grangers, as they are called, the farmers of the country, are destined to play a most important part in effecting that change, whatever it may be. That large and influential class of our people, aided by several others scarcely less numerous and important, will, when united, be almost omnipotent, when they come to make their demands upon our several Legislatures for enactments bearing upon and restraining railroad corporations. These Grangers, or associations of farmers, are already quite numerous, especially throughout the West, are rapidly multiplying there, and are indeed spreading throughout all the States. Like many other popular uprisings occurring in our day, the farmers in the flush of success will, we fear, make demands for such

severe legislation as will, if allowed, not only depreciate greatly the value of railroad property, but seriously impede their operations and progress, and consequently impair their usefulness as public carriers. It is the duty, we think, of those who foresee such a calamity, to sound the note of warning in time, and to urge moderation on both parties in the forthcoming contest.

That hostile legislation will be invoked to restrain and regulate the companies in their operations and charges, there is not the shadow of a doubt. But, in our opinion, separate State legislation will only make the matter worse.

Standing as an impartial adviser between the parties, we suggest that they mutually agree to submit the whole matter at once to the arbitration of Congress; for that body, in our opinion, is the only one competent to deal adequately and justly with the whole subject. To that it will finally come, rest assured. There are besides, many reasons why our State Legislatures better not touch this subject at all. The National Legislature can alone deal properly with the subject; and that this body has ample power to do so, under the clause of the Constitution vesting it with power to regulate commerce and navigation, as well as intercourse between the States, we have not a shadow of doubt. Such a tribunal would, no doubt, do justice to both parties, and, in neither, while its enactments, emanating from the highest legislative source in the land, would command respect and be the more readily acquiesced in by everybody.

Therefore, believing that the solution of this most important problem should and will devolve finally upon Congress, we cannot perhaps do a better service than to give a short synopsis of the English act of Parliament on the same subject.

That Government has taken the bull by the horns in assuming complete jurisdiction of all matters whatever between the railway and canal companies and the public. The act of Parliament referred to is new, and went into operation on the first of last month.

It would appear that the action of the British Government was somewhat precipitated, if not directly induced, by a threatened fusion of several of the great railway lines of the Kingdom.

The prospect of a huge monopoly considerably hurried up things. So a joint committee of the two Houses was raised to examine into and report upon the subject. During numerous sittings a vast amount of testimony was taken, and a report thereon made, embracing all the chief features of the law under which the existing commission was appointed. It was found by the committee that no tribunal in the country possessed the requisite qualifications and powers for treating adequately the various questions of passenger and goods rates, competition, consolidation, extension and general protection of the public; all which and many others would come before this new court for adjudication.

The Board of Trade have not proper judicial functions; all the law and equity courts were sadly deficient in the requisite practical knowledge of the subject, while a joint Committee of Parliament would possess no permanency. So, from sheer necessity, an entirely new tribunal had to be established, and the result was the present commission, whose members are appointed by the Government. These are, Sir Frederick Peel, Mr. Price, formerly a member of Parliament from Gloucester, and a Mr. McNamara, a lawyer, appointed on account of his reputed knowledge of all laws relating to railways, this latter being a requirement of the organic act.

This tribunal is to be assisted by two assistant commissioners, and also by such assessors as the commission may elect, and may be removed for good cause shown, by the Lord Chancellor.

Every member of the commission is obliged by law, within 21 days after his appointment, to sell all shares of Railway or Canal stocks he may possess; and he is inhibited from buying any during his official incumbency. Besides, should any such property vest in him during that period, in any manner whatever, he must proceed to dispossess himself of it in the manner before stated.

From a casual glance at a synopsis of the act, as we find it in our English exchanges, the functions of this commission are novel and somewhat extraordinary. Whenever any person, in a written complaint, charges a canal or a railway company with extortion or violation of law, the commissioners are required to demand an explanation from



the offending party. And whenever any dispute arises between any two companies this tribunal must proceed to adjudicate it.

They have full power to examine and settle all questions arising under the laws respecting through traffic, way rates and the like; and they can define what is, and what is not reasonable time and facilities, for receiving, forwardlog, delivering, storing and handling of goods, and also what is improper preference or favor to any person or company, and the remedy therefor.

The hearing and settlement of all sorts of complaints by local authorities is also provided for, as well as the regulation and publication of rates and terminal charges, where the same are not previously fixed by law.

This Commission is also authorized to prohibit or restrict all engagements or contracts whereby the ownership or control of any canal may be given up to a railroad company, and vice versa. Maintenance and good repair, with fullest facilities for business on all these throughfares must be insisted on by the commission.

They are bound also to determine all questions of both law and fact; can enter upon and examine any railway or canal property; may command the attendance of witnesses, and proceed to their examination under oath; can compel the production of books and papers, and punish for contumacy or contempt in the same manner as a court of law.

Thus it will be observed that Great Britain has really started out on the experiment in legislative control of her canals and railways. The law enacted for the purpose, as well as the tribunal created by it, are novel and almost radical. If the experiment fails, it will not be for the want of ample power and jurisdiction.

While these and similar questions are becoming subjects of lively discussion among us, the result of the present attempt at Parliamentary control over the subject in Great Britain, will be awaited with the deepest interest; and if the great question of railway control among us must be entered upon, we suggest it would be well before starting out upon an untried experiment in matters of such magnitude, to wait awhile and carefully note the working of the new system among our British cousins across the water.

#### Pennsylvania Railroad.

The Pennsylvania Railroad Company furnishes the following figures of the earnings for the month of August and for the eight months of the year, compared with the earnings in the same time last year: Earnings in August, 1873, \$1,996,133 15; same month last year, \$1,862,100 45; increase, \$134,032 70. Earnings from January 1, 1873, to September 1, 1873, \$16,252,705 02; same period last year, \$14,148,624 32; increase, \$2,104,080 70. The same ratio of increase for the remainder of the year will show an increase for 1873 over that of 1872 of more than three millions of dollars. The loan recently so satisfactorily negotiated by the company in England is sufficient to liquidate all the company's current liabilities, leaving entire the large and steadily increasing net revenues to the payment of interest and the usual semi-annual 5 per cent dividends, which, at present, there is no reason to doubt will be continued.

#### Ship-Building in Delaware.

The Wilmington, Del., Commercial says that the steamer John Hopkins was launched on the morning of the 1st inst. from the yards of the Harlan & Hollingsworth Company in that city, and then adds—

This vessel was built for the Merchants and Miners' Transportation Company, and will ply between Baltimore and Boston. She is named after John Hopkins, of Baltimore, a stockholder in the company, who by his munificence and philanthropic donations from the immense worldly fortune of which he is possessed, is familiar to many of our people. The Hopkins is a fine propeller steamer, 250 feet long, 38 feet in depth of hold, 28 feet in breadth of beam and of 1,800 tons burthen. She has three decks, is built in five watertight compartments, and is schooner rigged. Her machinery will consist of one inverted, direct acting, surface condensing, propeller engine, with cylinder 60 inches in diameter and 40 inch stroke. Her propeller wheel is 13 feet 3 inches in diameter, and has 21 feet pitch. The steam will be generated in two tubular boilers. Steam hoists will be built at the hatchways, and steam attachments will be provided for working the windlass.

The John Hopkins is the seventh steamer of the line for which she is building. Of these three others—the S. R. Spalding, built in 1859, the Ben DeFord, in 1860, and the William Crane in 1871—were constructed by the Harlan & Hollingsworth Company, while the three others were built in Eastern cities. It is a significant fact, however, in connection with the ability of the Harlan & Hollingsworth Company to turn out strong and satisfactory work that the whole of these last orders should be given to them.

[From the Boston Journal].

#### Vermont and Canada Railroad.

##### STATEMENT OF THE DIRECTORS.

Preparatory to the annual meeting of the Vermont and Canada Railroad, which occurs at White River Junction, Vt., Oct. 16, the directors of that corporation have got ready a long statement to the stockholders, with full details concerning its lease and the operations of the receivers. They review the history of the road since the lease was given, and charge that the receivers, by unwise leases of undesirable roads at excessive rates, have gone heedlessly into debt, and that their contracts with the car companies were expensive for the road, and very remunerative to the companies, among whose proprietors were the managers of the road. They state the increase of the debt in five years at \$3,495,613 68, being at the rate of \$700,000 yearly, or more than the entire earnings of the company. The receivers, according to the directors' statement, finding the earnings insufficient to carry the burden they themselves had added, denied the prior right of the stockholders to the rent, with the intention of first providing for the debt they had contracted. Upon this the directors appealed to the chancellor of the court in Vermont in which the old suit was brought, for an order on the receivers to comply with the provisions of the decree directing them to make payment of the rent from the net earnings. The application was withdrawn after being practically denied. The directors then made an application for leave to sue for the rent to the court appointing the receivers, but the application was denied. The after attempt of the directors to negotiate with the Central Vermont Railroad Company was met with the statement that they would not be prepared to negotiate until they had first acquired such a status as might be gained through the receivership which they expected to obtain. Con-

cerning the condition of the road itself, the directors say:

"The railroad belonging to you in Vermont is sixty miles or more in length, extending from Burlington and Essex Junction (where it connects with the Vermont Central road), on the south, to Canada line and Rouse's Point, N. Y., where it reaches the Ogdensburg road on the north. In construction it is first-class in every respect; its grades nowhere exceed forty feet to the mile. It has two long and expensive bridges crossing Missisquoi Bay and Lake Champlain. The stations, workshops, building and grounds at St. Albans are of the most commodious, extensive and expensive kind, the value of which alone is not less than half a million dollars. The station at Burlington is also a large and fine structure; and you also own there very extensive and valuable wharf property along the lake shore; and we have no doubt that your railroad is capable of earning, and is now earning, though you do not receive it, a handsome income upon its present capital, and that it has a permanent value fully equal to the amount of the capital stock; and we know of no reason why you need to suffer any ultimate loss on your investment, if you shall firmly assert your legal rights and not be alarmed at the temporary denial of them thus far without the authority or sanction of any court or chancellor. The incidental expenses of the Vermont and Canada Railroad Company for some time past, payable to you (according to the decree), from the earnings of the Vermont Central line, have not been paid by the receivers. The amount so in arrear at this time is \$8,250, and temporary provision has been made therefor by giving the notes of the treasurer, thereby creating a debt against the corporation to that amount."

On Tuesday the 14th, an informal meeting of the stockholders will be held at Union Hall, 300 Washington street, to give those who are unable to be present at the Vermont meeting an opportunity to act together.

#### The Flour and Grain Trade.

During the month of September the receipts of grain at this port by lake (including flour reckoned as wheat) were 12,389,001 bushels, an increase over the corresponding period of 1872 of 3,262,502 bushels, when they were 9,126,499 bushels. From the 1st of January to October 1 the aggregate receipts were 49,588,508 bushels—an increase over 1872 of 7,028,889 bushels, the figures of that year being 42,559,619 bushels. This exhibit shows greater receipts than have been known for many years—certainly during the last decade—in either the monthly or season's business.

The export of grain by canal since the opening of navigation to October 1 (exclusive of flour, 3,030 barrels) were 34,290,496 bushels; as compared with the corresponding period in 1872, viz., 33,855,134 bushels, they show an increase of 435,362 bushels. The shipments of grain this year compared with 1872 exhibit a decline of 9,406,275 bushels of corn, 1,663,777 bushels of oats and 271,268 bushels of barley; and an excess of 11,784,503 bushels of wheat and 492,179 bushels of rye. If the oat crop of 1872 had been equal to that of 1871, the condition of the corn of 1872 up to the standard of 1871, and the barley movement of 1873 had commenced, doubtless our lake receipts would have been greater, and our canal commerce would have attained much larger proportions.

The receipts of canal tolls at this place for September were \$269,585 24, against \$246,979 99 in September, 1872, showing an increase of \$22,605 25. The tolls from the opening of navigation aggregate to October 1, \$1,003,892 84—only a small decrease of \$15,508 85, as compared with 1872, when the figures were \$1,019,401 19. The number of boats cleared in September was 1,661, and from opening of navigation to October 1, 6,460; showing an increase for the month of 151, and for the season thus far of 191.

Canal freights to New York opened at 10c. on



wheat and 91c. on corn; gradually advancing to 13c. and 11c. on the 19th; from the 20th to the 24th wheat was shipped at 14c. and corn at 11½@11c., and from the 26th to the 30th inclusive at 12c. and 10c. respectively.

Lake freights declined about the middle of the month; coal was taken to Chicago at \$1 per ton, and in some instances even at a lower rate.

The export movement from our elevators, by the Central and Erie Railroads, from January 1 to October 1, aggregated 7,220,835 bushels of grain of all kinds—showing an increase over corresponding period of 1872 of 1,608,149 bushels.

The receipts at Buffalo by the Lake Shore and Michigan Southern Railway for the three months ending October 1 aggregated 397,700 barrels of flour and 5,161,800 bushels of grain of all kinds. —*Buffalo Courier.*

#### New Haven, Middletown and Willimantic Railroad.

An adjourned meeting of the first mortgage bondholders of the New Haven, Middletown and Willimantic Railroad was held at the office of Hatch & Foote, No. 12 Wall street, New York on the 2d inst. The committee (Messrs. Sands, Camp and Anderson,) appointed at the last meeting to examine into the condition of the railroad reported that the road was found to be in good order, except that ballasting is required from Middletown to Willimantic, the average cost of which will be \$250 per mile. The base and feet of the trestle work need filling in to protect them from frost. The ironwork of the valuable viaducts needs painting and cleaning to prevent it from rusting. These matters would require an expenditure of \$5,000. Some other alterations are needed, involving an expense of \$4,550—the total amount needed being \$19,550. The road is almost destitute of rolling stock, and entirely unable to meet the requirements of the local business. With a suitable equipment they would obtain large freightage in stone, lead, tin, brass and coal. The road is now able to run, beside the local trains between New Haven and Middletown, only one train per day between Willimantic and New Haven. Under these circumstances the road derives no benefit from through travel or business. At Willimantic, the Hartford, Providence and Fitchburg, the Boston, Hartford and Erie, and the Air Line all converge; and the committee are satisfied that the Air Line must in time attract to itself a large and remunerative business. The rolling stock required to equip the road—part of it this Fall, and part in the Spring—is fifty flat freight cars, forty box cars, six passenger cars, two engines and one baggage car, costing in all \$134,500. With this equipment the committee believe that the earnings of the road could be doubled in six months, and that in two years time it could earn the interest on its first mortgage. The gross receipts for September were from seven to nine thousand dollars. The current revenues will probably enable the trustees to complete the deficiencies of its construction. The rolling stock, however, can only be supplied by those directly interested in mortgage bonds of the road. The committee recommended that a committee of three be appointed, to be known as the equipment committee of the New Haven, Middletown and Willimantic Railroad, to solicit and receive from the first mortgage bondholders and other interested parties such sums as they may be willing to contribute; the committee also to confer with the administrators of the road and purchase such

rolling stock as might be deemed proper. The committee may make such arrangements as they may deem prudent for leasing the rolling stock to the administration of the road, stipulating for suitable compensation for its use for annual percentage, payment of its cost, and for an eventual transfer of the title to the rolling stock after the same shall have been fully paid for. All subscribers are to share in the moneys received by the committee in the proportion which the amount paid by each subscriber shall bear to the whole amount subscribed and paid for. The committee shall make no purchase or contract beyond the amount of subscriptions actually paid in; nor shall they have any power to bind the bondholders on account of any contract. No subscriptions to the said equipment fund to be binding until the sum of \$50,000 should be subscribed.

The report and resolution were adopted, and Messrs. Hatch, Watson and Goudy appointed as the Equipment Committee.

Messrs. D. B. Hatch, A. M. Colgrove, A. E. Anderson, Samuel S. Sands and John N. Camp were appointed an advisory committee to confer with the trustees of the second mortgage who are now managing the road.

The amount of bonds represented in the meeting was \$1,061,000.

#### The Iron Export from Great Britain.

An official statement of the export of rails from Great Britain for the month of August, and for eight months ending August 31st, 1873, when compared with corresponding returns for 1871 and 1872 confirms in many ways, the statements already published of the growth of the iron industry of this country. The strikes in the coal mines of England, and other causes, have injured the general business, but as the loss has been mainly in exports to America, the conclusion may be fairly drawn that the competition of our own works has influenced the decline in exports in as great a degree as the strikes, although some allowance must be made for a general falling off in the demand for rails. For the first eight months of 1872 the exports of rails to America amounted to 441,184 tons; in the corresponding period of 1873, to 204,878; a falling off of 128,131 tons. The entire exports for the same periods were, in 1872, 627,587 tons, in 1873, 499,456 tons, a falling off of 236,311 tons. The aggregate loss in exports to other countries than America was 108,180 tons—a smaller percentage of loss in proportion to the whole amount of such exports in 1873 than the percentage of loss in exports to America. The returns for the months of August in the two years exhibit still more strikingly the effects of home competition. The exports to America in August, 1872, were 57,171 tons; total exports, 94,982 tons; to America, August, 1873, 16,800 tons; total exports, 78,906 tons. Although America imported last month less than one-third of the amount imported in the corresponding month of the preceding year, yet other countries increased their imports by nearly 20,000 tons, or more than the whole amount of America's imports for August, 1873. The cause of this difference in the effects of the strikes in coal mines is further shown by the fact that although the exports to America have been greatly decreased, the greatest percentage of such decrease was in exports to the United States. Our iron manufacturers, although possibly able to compete with those of Great Britain in all American markets, can do so with the least risk and greatest profit in the markets of the United States; and hence the first effects of competition show themselves in our own exports rather than in those of our neighbors. The decline of the iron trade in other branches than in that of rails is not so noticeable, but in pig iron alone the exports to the United States have fallen off from 152,331 tons in the first eight months of 1872 to

78,403 tons in the corresponding period of 1873. —*Phila. Ledger.*

#### Portland and Rochester Railroad.

The annual meeting of the stockholders of this company was held at Portland, Me., on the 1st inst., President John Lynch presiding. The directors' report shows the road to be in excellent condition and quite prosperous. The earnings for the past year were \$142,670 89, an increase over the previous year of \$11,009 60. The expenses have been \$101,595 46, an increase of only \$812 81 over the previous year.

Special improvements have been made along the road, including a trestle at Lebanon, woodshed at Rochester, turn-tables at Gorham and Portland, and repairs on Saco river and mill pond bridges, &c. All the bridges and track are in first rate condition, and the trains run with excellent regularity. The number of passengers carried was 142,846; tons of freight, 64,290.

The expense of running the road has been increased largely, and earnings diminished last winter owing to deep snows and the unusual severity of the season. The work on the marginal way is progressing finely, and a junction with the Grand Trunk this year is expected, the Directors assuming from the city the contract for the completion of said marginal way. The estimated cost of the specified work, \$50,000, will be nearly if not quite sufficient. The importance of the Grand Trunk connection, giving the road access to the front harbor, and the proposed valuable connection with the Nashua and Rochester Road, now under construction, are enlarged upon. This road will be open to Epping by December, and to Nashua by next July. The sinking fund shows \$45,479 89 to the credit of the company. The Directors' report was accepted.

The proposition of Hon. A. K. P. Lord of Buxton to contribute \$25,000 cash toward a branch road from Saco river to Bonny Eagle, four and a half miles, for lumber business, if the road would raise the remaining \$20,000, as also the questions as to the raising of means for additional equipment and for the extension of the road to the front of the city, were referred to a committee of directors to report at a special meeting.

The following were elected directors: John Lynch, Rufus E. Wood, H. J. Libby, A. K. Shurtleff and Frederick Fox of Portland; J. S. Ricker of Deering, Frederick Robie of Gorham, Winthrop G. Ray of York, E. G. Wallace of Rochester.

The Harlan & Hollingsworth Company, Wilmington, Del., have nearly built for the Baltimore and Norfolk Steam Packet Company a new iron freight boat, costing \$75,000, to be called the Seaboard, 500 tons capacity. The vessel will be launched in a few weeks, and as soon as finished will be placed regularly on the line between Baltimore and Norfolk, Va.

Twenty miles of the Lynchburg and Danville Railroad, in Virginia, have been laid, and the road will probably be finished to Danville in a few months. It is a branch of the Washington City, Virginia Midland and Great Southern Railroad.

The directors of the Boston, Clinton and Fitchburg Railroad have voted to purchase 250 coal cars and five new locomotives.



**Nashville, Chattanooga and St. Louis Railroad.**

To the Stockholders of the Nashville, Chattanooga and St. Louis Railway Company:

In conformity to the charter, the president and directors have the pleasure to submit the following report for the fiscal year ending June 30, 1873.

From the report of the general superintendent, it will be seen that the gross earnings of the company have been:

**FROM THE CHATTANOOGA DIVISION.**

Passage .....	\$388,476 77
Freight .....	1,222,841 50
Mail .....	25,580 04
Rents and privileges .....	18,621 00

Total amount of gross earnings, \$1,655,519 81  
All expenses, ordinary and extraordinary, in operating and improving the road for the same time... 1,182,787 66

Net income.....\$471,731 65

**FROM THE ST. LOUIS DIVISION.**

Passage .....	\$230,305 19
Freight .....	384,486 85
Mail .....	15,002 35
Rents and privileges .....	12,886 97

Total gross earnings....\$642,681 36  
Operating expenses..... 559,150 33

Net income..... 83,531 03

Total net income for the line.. \$555,262 68

We feel fully authorized in saying that at least \$100,000 more would have been added to the net income but for breaks in the Western and Atlantic Railroad, and closing of navigation by ice in the Mississippi River, referred to by the general superintendent, and for the additional reason, that the wheat crop in the West last season was comparatively a failure, from the transportation of which our roads received no income at all. With a full crop in Illinois and Missouri, a large quantity would have been shipped over your roads to flouring mills in Georgia. For weeks in the busiest season the ice blockade in the Mississippi River caused a suspension of through business down the river to Hickman, and closed the river against the transfer of through cars at Columbus from the St. Louis and Iron Mountain Railroad to our line. The burning of the bridge over the Oostanaula River, on the Western and Atlantic Railroad (our immediate connection at Chattanooga), in January, caused a blockade at Chattanooga, and a suspension of all through business for about two weeks. The temporary bridge placed over the river was so threatened and damaged by freshets, that about two weeks more of through business was lost to your line in February. To these causes, for falling off in earnings may be added the loss of business caused by the cholera epidemic, which prevailed to an alarming extent at Nashville and most of the towns along the line of your roads during the month of June and most of July. When these unforeseen and unusual causes of decline are considered, our estimate of \$100,000, as the probable amount of net income lost, will appear quite reasonable.

The gross earnings for the fiscal year of the Chattanooga Division were, \$1,655,519 81  
Deducting the earnings of the Shelbyville and Jasper branches, 20 miles..... 12,932 23

The receipts of the main lines are..\$1,642,587 08

An average of \$10,878 per mile of road; and for the St. Louis Division \$3,768 87 per mile of road; but for reasons given above, the average earnings would, we think, have been at least \$700 more per mile. There are but few roads in the country whose average earnings per mile exceed those of the Chattanooga Division of your line, and the present earnings will be largely increased upon the completion of the line from Owensboro,

on the Ohio River, in Kentucky, to Nashville, opening up new routes from Chicago and Louisville over your road to the South; also by the completion of the Cumberland and Ohio Railroad, now being built from a point on the Ohio River, opposite Madison, Indiana, to Nashville, crossing the "Short Line" in Kentucky, and thereby giving a new route to Cincinnati, and by a short branch, another line from Louisville.

The through business of these lines, when completed, will be added to the already large through business received from the Louisville and Nashville and St. Louis and Southeastern Railroads and the St. Louis Division of your line, which taps the Mississippi River at Hickman, and by the Mobile and Ohio Railroad from Union City connects with the St. Louis and Iron Mountain Railroad at Columbus, and by boats to Cairo, with the St. Louis, Bellville and Southern Illinois Railroad short line to St. Louis. All of the large business from the North and West to the Southeast, coming from these roads, must pass over the Chattanooga Division of your line. We had, last year, by the completion of the line from Louisville to Montgomery, all the competition we are likely ever to have. Certainly the competition can not be increased materially for many years, as there is no line being built to add to it.

The report of the superintendent shows the encouraging fact that the local business of the Chattanooga Division increased the last year—

From freights.....\$49,296 56  
From passage..... 12,892 61

Total.....\$62,989 17

The St. Louis Division of your line is a new road, the purchase of which from the State of Tennessee, was fully explained in last report. At the time of purchase this company took but two-thirds interest in the purchase, individuals taking the other one-third. Subsequently, however, your directors believing it to be the best interest of this company to own the whole road, bought out the one third interest held by individuals, and now your company owns the entire road, by purchase from the State of Tennessee, which owned the first mortgage, and by purchase of second mortgage bonds and stock of the Nashville and Northwestern Railroad, the original charter name of the corporation.

The charter of the Nashville and Chattanooga Railroad Company has been amended, changing the name of the corporation from the Nashville and Chattanooga Railroad Company, to that of the "Nashville, Chattanooga and St. Louis Railway Company."

The gross earnings of the St. Louis Division of your road (formerly the Nashville and Northwestern Railroad,) for the last year, were about the same as those of the Nashville and Chattanooga Railroad (Chattanooga Division) at the same age of that road; and, as heretofore explained, the earnings for the last year over this Division would not have been increased materially, but for unexpected and unforeseen causes, and the earnings will continue to increase as the country is developed along this new road, and its connections are improved by the completion of the Mississippi Central Railroad's extension to Cairo, which crosses your line near Ralston's Station, about 140 miles from Nashville, and by the construction of the Tennessee Central Railroad from Huntingdon on your road, 107 miles from Nashville, to Trenton, which will open up a fine local trade, and give an improved connection of your road to Jackson, Memphis, Mobile and New Orleans. Connection with these points may be further improved by a road more direct from Huntingdon to Jackson, which this company has under consideration. Another road of vast importance to the St. Louis Division, in fact, to your whole line, is the "River Road," as it is called, from St. Louis to Hickman. A St. Louis company for the construction of this road has been organized in St. Louis, and a preliminary survey of the route has been made, which from the report of the engineer, proves to be very satisfactory. It will shorten

the distance by your road to St. Louis about thirty-five miles, as compared with your present connection with the St. Louis and Iron Mountain Railroad, and give you two all rail connections with packets, at Hickman, on the Mississippi River, and at Johnsonville, on the Tennessee River. At McKensie, 119 miles from Nashville, we cross the Louisville and Memphis Railroad, Near Gardner's Station, 142 miles from Nashville, we cross the Cairo extension of the Mississippi Central Railroad. Three miles east of Union City, 152 miles from Nashville, we cross the Paducah and Memphis Railroad, and at Union City, 165 miles from Nashville, we cross the Mobile and Ohio R. R. and over that road have our all rail connection with St. Louis by the St. Louis and Iron Mountain Railroad from Columbus, at which place all through cars are crossed over the Mississippi River by means of boats.

It is encouraging to notice that the local business of the St. Louis Division, both freight and passenger, shows an increase for the last year. Freight, \$29,644 54, and passage \$36,036 21, a total of \$65,680 75. The through travel over this road also shows an increase of \$36,474 21, while the through freight business fell off \$80,974 67 from causes already stated, leaving as net increase \$21,179 99.

Our connections at the South have been increased and improved since last report, by the completion of the Augusta and Port Royal Railroad.

Your road is now a trunk line in the route from the North and West to the Southeast, with connections in the Southeast running through Georgia and South Carolina to Charleston, Savannah and Port Royal, the latter having one of the best harbors on the Atlantic coast, with a fair prospect of having, at an early day, a line of steamships running between that port and Liverpool.

At the North you connect with Louisville, Cincinnati and Chicago, and in the West with St. Louis, which, with her natural advantages in rivers, running for thousands of miles, draining the finest sections of the West for the production of cereals and the raising of live stock, and her avenues of commerce by rail, extending in all directions, even to the Pacific coast, must very soon become the distributing point for the great West, when the produce and supplies for Georgia and the Carolinas will pass over the entire line of your two roads.

When foreign transportation through Port Royal is secured, and the necessary facilities provided at that place for taking bulk grain out of the cars, and placing it in the vessel; with suitable elevator at Hickman, on the Mississippi River, and through cars, already provided for, hauling grain in bulk, running from St. Louis by our present all-rail connections, the transportation of grain in bulk from the West to the seaboard for shipment to foreign markets will then be practicable; and we think our roads will at an early day, do a fair share of this business, which is now done over Northern and Eastern roads through New York. As soon as steamship connections are provided for at Port Royal, we hope to secure the importation of foreign goods for Western cities through that port and over your roads; also a share of the immigration for the West coming from the Old World. When Port Royal is once established as a shipping port, we see no reason why a large business may not be done in the shipment of flour from the West through that port to the West Indies and South America, and the return of large quantities of tropical products to be passed over your roads.

You now have 341 miles of railway—321 miles of main line and 20 miles of branches, besides 80 miles of side tracks—all in good order, with a full outfit of 83 engines, and 1,164 cars of all kinds, in good order, together with large quantities of real estate for depot purposes, and timbered lands for fuel.

This property represents, as shown by the treasurer's statement marked "A," which includes present capital stock and new bonds to be issued, \$13,288,049 44,



Estimating the value of the road, including side tracks, branches, &c. at \$40,000 per mile for 341 miles, you have..... \$13,640,000  
Engines, cars, tools, depot buildings, depot grounds and other real estate, at..... 2,000,000

and you have..... \$15,640,000  
As the present value of your property, against which is charged

Capital stock..... 6,486,049

New mortgage bonds at \$20,000 per mile, the proceeds of which, if all are sold, will much more than pay off all obligations of every kind.... 6,800,000

..... \$13,286,049

Besides important improvement made in the roadway annually and charged to operating expenses, net profits, before and since the war, to the amount of \$1,500,000, have been expended in bettering the condition of the road, and adding to the outfit of the Chattanooga Division alone, mostly since the war, in addition to all dividends paid to stockholders and interest on funded debt and reduction of that debt by the purchase of bonds.

About \$900,000 have been expended in improving the roadway and adding to the outfit of the St. Louis Division, (formerly the Nashville and Northwestern Railroad,) and in payment for second mortgage bonds and stock of the old company, since its purchase from the State.

The road is now in first-class condition, and fully equipped, with engines and cars in good order, with plenty of depot grounds, etc. And in future the company will be able to divide and pay to the stockholders what it makes after paying interest on its bonded debt, which we think cannot amount to more than \$375,000, after the sale of the new bonds, and paying off all indebtedness, as explained in this report.

The interest account will then stand as follows:  
Interest on \$1,425,000 indorsed bonds at six per cent..... \$85,500  
Interest on \$20,000 unindorsed bonds at six per cent..... 1,200  
Interest on \$1,000,000 to United States Government at four per cent..... 40,000  
Interest on \$3,500,000 new first mortgage, six per cent gold bonds, equal at present to about seven per cent in currency, 245,000

..... \$371,700

This item of interest may be somewhat increased or reduced, by the sale of more or less new bonds.

Taking the average increase of earnings for the last five years, and we think it entirely safe to estimate the receipts of the line at \$2,550,000 for the next fiscal year, and net profits at 30 per cent, or \$765,000, which will leave \$390,000, after paying all interest on bonds to be divided among the stockholders, being six per cent per annum on \$6,486,149 44, the present capital stock of the company.

As soon as the other connections, now being built, and referred to in this report, are finished, we think the gross earnings of your line cannot be less than \$3,000,000, and that at least 33 per cent, or \$990,000, will be net earnings; leaving \$590,000 to divide among the stockholders, being over nine per cent per annum on the capital stock of \$6,486,000, after paying interest on bonded debt, allowing that the interest account may be increased to \$400,000, and so continue to improve the country through which your roads run is developed, and important new connections made.

In conformity to legislative authority, and by direction of the stockholders, given in annual convention the 14th of August, 1872, your directors are now having prepared a first mortgage bond on the whole line and branches, not to exceed twenty thousand dollars per mile, the proceeds of which will be applied: first, to secure the pay-

ment of the present mortgage debt on the Chattanooga Division, consisting of \$1,425,000 of the company's six per cent bonds, indorsed by the State of Tennessee, falling due at various dates in the next thirteen years; \$20,000 of unindorsed six per cent bonds of the company, falling due July 1, 1878; and \$364,165 six per cent bonds of the State of Tennessee, loaned to the company, and \$1,000,000 of four per cent bonds given to the United States Government, for rolling stock, etc., one-half of the bonds given to the Government falling due 1st of June, 1881, and the other half June 1, 1891, and payment to the State of Tennessee for her interest in the Nashville and Northwestern Railroad, of \$2,400,000 in Tennessee State bonds, with January 1, 1871, and subsequent coupons, attached.

These obligations are all of every kind, outstanding against either of your roads, except a small floating debt of about \$250,000, balance on account of improvement of roadway, and increase of engines and cars; and \$148,220 due for interest on indorsed bonds, which accrued during the war, and which is fundable under the law of the State. This small floating debt will be paid out of the proceeds of new bonds, together with balance of liability of \$480,520, on account of improvement of roadway and added to outfit of the St. Louis Division, which amount is to be carried by our financial agents until the new bonds are sold, and the surplus proceeds of these new bonds will be held to be used for the best interest of the company as may be seen by the directors or instructed by the stockholders, leaving all future profits to be divided among the stockholders after the payment of interest on bonded debt.

This company has paid to the proper officers of the State one half of the \$2,400,000 of the Tennessee bonds referred to above, being all of the installments due at this date, and will soon be ready to pay over in advance, the balance of this item, together with balance of \$364,165, loaned to the Nashville and Chattanooga Railroad. These aggregate amounts will be greatly reduced by discount in the purchase of the State bonds.

To secure the prompt redemption of the \$1,425,000 of the company's bonds, indorsed by the State, a similar amount, dollar for dollar, of bonds now to be issued, will be deposited with the Comptroller and withdrawn as the old bonds can be bought up.

For the amount of unindorsed bonds of the company, \$20,000, and the four per cent debt of \$1,000,000 to the United States Government, a similar amount of the new bonds, dollar for dollar will be deposited with the "Real Estate Trust Company" of New York, trustee for the new bonds.

The character of these new bonds (being six per cent gold bonds) and the character of indebtedness (as above stated) for which they will be deposited, will give, of course, much greater aggregate value to the new bonds.

These provisions made, will leave \$4,375,000 of the new bonds to be sold now, the proceeds of which will meet all of the wants of the company indicated above, and leave a handsome cash surplus to be used in improving connections, or in some other way increasing the influence and interest of the company, if all the new bonds are sold.

These new bonds will run for forty years, with interest at six per cent per annum, payable semi-annually; and both interest and principal payable in gold, and will be a first mortgage on the line of road, and all the property of the company, of only \$20,000 per mile; while the line of road alone, could not now be constructed and put in its present good condition for less than \$40,000 per mile, to say nothing of the large amount of property in engines, cars, tools, depot buildings, depot grounds, real estate, etc., which in addition to the road, is mortgaged for the security of these bonds.

For these reasons, we think they must take a high rank in the bond markets of the world, and be much sought after by capitalists.

The second mortgage bonds, heretofore issued

but not used, are all to be cancelled before the new first mortgage bonds, referred to in this report are issued.

The Nashville, Chattanooga and St. Louis Railway, is in its infancy, and by enlightened, liberal and energetic management, can be made one of the most important and profitable lines in the country; being the shortest line from the West to the Southeast, and besides all rail connections with Louisville, Cincinnati, Chicago and St. Louis in the North and West, and with New Orleans, Montgomery, Mobile, Atlanta, Savannah, Augusta, Port Royal, Charleston and Wilmington, in the South and Southeast, has the Mississippi, Tennessee and Cumberland Rivers to draw from.

It is both instructive and encouraging to notice the increase of local business, especially in the transportation of coal; and while this business now averages about forty-five cars per day, for working days, the year round, we may consider its development as just begun; the supply tributary to the Chattanooga Division is inexhaustible, and of the best quality of bituminous coal suitable for grates and manufacturing purposes, with a constantly increasing demand at Nashville and south of us.

Our business relations with the managers and officers of all connecting railroads continue to be of the most satisfactory character.

The use of steel rails on the Chattanooga Division has been determined on for future repairs or renewals.

It is gratifying to note with what freedom from accidents your roads have been run during the last year, showing intelligence and fidelity on the part of the officers, agents, and other employees of the company.

Attention is directed to the balance sheet of the treasurer, which shows the cost of the line, outfit, depot grounds, real estate, etc., and the financial condition of the company; also to the report and statements of the superintendent, showing in detail the workings of the line, and to the report of the resident engineer, showing the operations in his department, and present improved condition of your property.

The increasing prosperity of Nashville as seen by shipment over your roads, is a fact, gratifying to your directors.

In conclusion, the directors congratulate the stockholders upon the present good condition of the company and flattering prospects of future prosperity.

Submitted on behalf of the directors by  
E. W. COLE, President.  
Nashville, August 13, 1873.

Two construction trains, comprising two locomotives and thirty cars, are now employed on the New York, Boston, and Montreal Railroad between Kings Bridge and Brewster's Station. About four miles of track have been laid at the lower or Kings Bridge terminus, and six to seven miles in the neighborhood of Brewster's. Rails will hereafter be laid at the rate of a mile a day, half a mile at each end, until the road is completed, in about forty to fifty days hence. It is the intention of the company to keep the channel of the Harlem River open for the passage of their steam-boats during the winter months.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending September 27, at 477,514 tons; and for the coal year 1886, 878 tons, against 14,179,752 tons to corresponding time last year, being an increase of 657,126 tons. The bituminous tonnage for the week is 78,546 tons, and for the year 2,373,882 tons, giving a total of all kinds for the week of 556,060 tons, and for the year of 17,210,561 tons, against 16,249,841 to same time last year, being an increase of 970,720 tons.



## RAILROAD EARNINGS—MONTHLY.

	January	February	March	April	May	June	July	August	September	October	November	December	Total
<b>Central Pacific (On gold)</b>													
1967	38,169	51,881	60,229	81,156	96,828	121,702	174,812	181,297	200,550	212,100	238,164	278,771	1,470,688
1968	46,463	86,937	81,896	96,451	106,835	164,729	269,590	261,832	262,770	291,422	286,562	342,743	2,300,761
1969	212,604	216,962	291,808	435,048	568,270	556,080	632,657	811,854	608,788	579,642	635,336	467,659	5,670,883
1970	413,404	594,170	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,992	7,906,118
1971	536,499	485,480	614,447	720,928	892,341	796,176	898,297	1,006,373	995,922	981,006	892,284	672,253	9,467,074
1972	592,223	571,886	875,763	940,668	1,080,923	1,138,773	1,272,510	1,271,629	1,254,689	1,285,676	1,299,900	1,007,125	12,900,126
1973	882,960	691,015	974,460	1,132,290	1,386,978	1,313,790	1,211,765	1,258,500	1,292,125	.....	.....	.....	.....
<b>Chicago and Alton</b>													
1967	243,787	157,832	295,901	262,145	335,510	342,558	354,244	415,982	408,999	426,752	359,102	350,169	3,892,861
1968	276,117	275,140	267,094	279,121	303,342	384,604	404,012	558,101	486,196	503,748	408,669	361,701	4,508,641
1969	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,562
1970	381,109	316,037	342,897	345,039	408,698	408,659	418,700	506,681	497,519	475,608	441,197	404,284	4,849,401
1971	353,235	342,869	384,909	386,964	461,290	466,097	583,555	534,163	507,617	473,227	456,007	377,687	5,278,910
1972	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,892	497,261	540,756	431,815	362,604	5,156,326
1973	552,568	402,477	424,614	412,215	426,315	492,205	481,569	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern</b>													
1967	273,876	317,839	390,355	431,363	466,890	546,145	490,710	519,306	606,065	729,769	716,378	663,600	6,114,566
1968	541,005	482,164	499,206	468,355	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1969	535,560	399,917	523,845	567,519	658,948	926,983	808,524	797,475	1,000,066	1,200,216	1,010,892	712,359	9,299,430
1970	606,147	574,664	706,898	774,280	896,712	898,658	888,214	1,063,287	1,448,942	1,641,057	1,211,630	879,900	11,632,739
1968	724,890	807,478	850,192	1,004,597	1,211,150	1,180,983	1,076,674	1,251,940	1,507,479	1,570,067	1,107,064	1,001,987	13,834,471
1969	892,063	830,287	1,142,160	1,112,190	1,288,444	1,251,951	1,157,056	1,087,974	1,306,673	1,371,780	1,140,145	845,768	13,355,467
1970	706,025	763,782	855,350	929,077	1,177,897	1,139,284	1,034,398	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1971	655,423	603,482	774,994	787,641	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,811	1,006,235	852,422	11,008,277
1972	774,856	714,122	840,394	900,876	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,438,948	1,097,387	859,789	12,272,645
1973	752,468	765,249	967,258	1,034,023	1,256,072	1,294,143	1,240,987	1,284,094	1,071,448	.....	.....	.....	.....
<b>Cleveland, Col. Cin. and Indianapolis</b>													
1967	242,205	326,160	242,509	236,435	195,950	206,096	218,347	271,425	287,451	288,296	302,795	280,061	2,918,343
1968	204,112	180,840	239,622	247,651	241,456	259,498	258,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1969	203,069	228,897	244,182	245,045	260,169	274,021	240,355	319,012	317,887	339,239	319,573	242,156	3,273,719
1970	270,204	275,751	315,749	295,460	281,491	288,775	314,850	360,769	374,671	388,723	340,625	317,773	3,765,343
1971	340,791	320,932	372,974	354,118	373,816	341,104	326,238	401,252	417,328	436,881	380,380	368,743	4,492,625
1973	358,612	408,849	468,617	482,928	394,486	340,075	361,576	426,283	432,139	.....	.....	.....	.....
<b>Illinois Central</b>													
1967	1,058,469	971,103	1,201,500	1,255,955	1,443,272	1,655,415	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1968	1,382,994	1,294,076	1,490,174	1,438,813	1,775,924	1,939,961	1,550,028	1,625,243	1,643,454	1,743,792	1,704,974	1,392,615	18,694,096
1969	1,316,831	1,329,429	1,615,382	1,541,958	1,784,821	1,711,503	1,685,394	1,774,670	1,918,247	.....	.....	.....	.....
1970	1,647,190	1,624,871	1,717,071	1,740,271	1,772,027	1,716,493	1,726,249	1,594,714	1,794,325	1,889,967	1,831,630	1,685,401	17,160,992
1968	1,587,443	1,596,165	1,709,643	1,688,282	1,640,975	1,778,261	1,696,228	1,841,363	1,979,401	1,914,400	1,814,413	1,696,677	18,823,482
1969	1,659,138	1,681,789	1,801,320	1,855,087	1,684,539	1,712,647	1,696,228	1,841,363	1,979,401	1,914,400	1,814,413	1,696,677	18,823,482
1970	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383
1971	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383
1972	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383
1973	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383	1,823,383
<b>Kansas Pacific</b>													
1967	1,063,673	1,152,264	1,267,411	1,303,915	1,366,944	1,408,086	1,426,723	1,426,723	1,426,723	1,426,723	1,426,723	1,426,723	1,426,723
1968	1,189,003	1,191,738	1,200,783	1,222,875	1,341,843	1,322,559	1,322,559	1,322,559	1,322,559	1,322,559	1,322,559	1,322,559	1,322,559
1969	1,506,567	1,494,786	1,600,719	1,592,300	1,632,764	1,612,614	1,612,614	1,612,614	1,612,614	1,612,614	1,612,614	1,612,614	1,612,614
1970	1,682,595	1,676,112	1,712,617	1,712,339	1,712,339	1,712,339	1,712,339	1,712,339	1,712,339	1,712,339	1,712,339	1,712,339	1,712,339
1971	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595
1972	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595
1973	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595	1,682,595
<b>Lake Shore and Michigan Southern</b>													
1967	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
1968	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
1969	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
1970	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
1971	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
1972	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
1973	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595	1,082,595
<b>Marietta and Cincinnati</b>													
1967	92,453	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1968	96,517	91,666	105,558	109,526	111,053	118,645	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
1969	90,177	95,274	101,879	106,249	110,273	111,117	118,407	132,995	163,531	144,029	141,376	141,860	1,418,860
1970	130,363	126,224	140,749	118,173	119,650	116,115	118,572	127,341	166,191	175,438	172,567	169,829	1,690,714
1971	162,577	142,108	150,784	145,558	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,198	2,029,927
1972	170,623	162,565	180,467	190,662	155,883	185,953	181,868	173,489	203,514	.....	.....	.....	.....
1973	170,623	162,565	180,467	190,662	155,883	185,953	181,868	173,489	203,514	.....	.....	.....	.....
<b>Michigan Central</b>													
1967	384,130	320,636	386,527	411,514	408,046	406,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1968	337,992	329,128	384,431	412,030	404,283	363,187	320,891	378,886	477,990	511,447	453,373	387,827	4,755,958
1969	419,755	442,665	484,950	470,703	490,547	427,096	422,015	529,890	628,600	68			



## CITY PASSENGER RAILROAD SHARE AND BOND LIST

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length track equity, single.	Horse and passenger.	Carrs.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Inter at.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Per.	Paid.	Market.						
Sept. 30, '72	8.00	114	40	Albany (N.Y.)	163,000	111,400	40,000		92,241	29,165	11	100	100	Albany:						
Sept. 30, '72	1.04			Albany st. Freight (B'ton) Mass.	48,709	75,000			3,407	1,950		100	100	1st Mortgage	40,000	J. & J.	1883			
Oct. 31, '72	3.64	18	5	Allentown (Pa.)	33,425	38,600	5,000	6,900				100	100	Avenue C:						
Sept. 30, '72	23.00	440	78	Atlantic Avenue (Bklyn.) N.Y.	1,010,000	650,000	400,000		133,634	24,250		100	100	1st Mortgage	900,000	A. & O.	1896			
Sept. 30, '72	11.3	344	46	Avenue C (N. Y. City) N.Y.	534,284	900,000	900,000	133,634	289,133	89,887		100	100	Atlantic (Bklyn) Ave.:						
Sept. 30, '72	22.00	400	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,777,048	900,000	694,000	4,000	308,671	60,728		100	100	1st Mortgage	460,000	M. & N.	1890			
Sept. 30, '72	4.63			Boston and Chelsea (Mass.)	110,000	110,000			8,900	7,653	0.8	50	50	Bleeker St. & Fulton Ferry:						
Sept. 30, '72	1.39			Boston & West Roxbury Mass.	56,133	41,000			2,500	2,500		100	100	1st Mortgage	694,000	J. & J.	1880			
Sept. 30, '72	10.76	239	47	Broadway (Brooklyn) N.Y.	327,000	200,000	100,000	12,361	163,711	45,225	12	100	100	Broadway and 7th Avenue:						
Sept. 30, '72	10.38	1098	135	B'dway & 7th Av. (N.Y.C.) N.Y.	3,806,068	2,100,000	1,800,000	200,000	906,812	357,880	6	100	100	1st Mortgage	800,000	J. & J.	1884			
Sept. 30, '72	1.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	80,000			47,521	18,140		100	100	Brooklyn, Bath & Coney I.						
Sept. 30, '72	81.50	1683	373	Brooklyn City (N.Y.)	2,313,063	1,99,032	300,000		1,448,461	241,697	12	100	100	1st Mortgage	80,000	J. & J.	1890			
Sept. 30, '72	22.00	236	68	Brooklyn City & Newtown N.Y.	650,000	200,000	400,000	11,866	165,939	45,081		100	100	Brooklyn City:						
Sept. 30, '72	14.18	180	43	Brooklyn, Cross-Town N.Y.	637,000	300,000	300,000	15,470	199,799	42,412		100	100	1st Mortgage	300,000	J. & J.	1883			
Sept. 30, '72	16.81	202	83	Buffalo street (N.Y.)	493,174	73,000	362,214	68,745	240,027	44,042		100	100	Brooklyn City & Newtown:						
Sept. 30, '72	11.00	131	21	Bushwick (Brooklyn) N.Y.	396,000	802,000	52,000	4,178	88,897	8,255		100	100	1st Mortgage	400,000	J. & J.	1879			
Sept. 30, '72	28.31			Cambridge (Boston) Mass.	740,000	740,000	150,000		69,651	68,441	9	100	100	Brooklyn Cross-Town:						
Sept. 30, '72	1.93	28	4	Central City (Syracuse) N.Y.	29,092	21,130	6,000		19,983	6,441	12	100	100	1st Mortgage	352,000			1883		
Oct. 31, '72	72.00	965	128	Cen. P. N. & E.L. (N.Y.C.) N.Y.	1,848,175	1,175,700	838,000	116,303	639,304	39,457		100	100	Cambridge (Boston):						
Oct. 31, '72	7.25	350	50	Citizens (Phila.) Pa.	212,320	192,750			284,291	88,048	7	50	50	1st Mortgage sinking fund	150,000	J. & J.	1881			
Oct. 31, '72	5.80	206	40	Citizens (Pittsburg) Pa.	270,671	184,000	50,000	4,000	184,299	78,095	16	50	50	Central Park, N. & E. River:						
Oct. 31, '72	2.87	12	3	Civilville (Pa.)	45,436	55,800		1,009	10,938	2,345		100	100	2d Mortgage	338,000	M. & N.	1890			
Sept. 30, '72	14.83			Coney Island (Brooklyn) N.Y.	698,806	500,000	307,000	33,065	267,449	21,219	8	100	100	Coney Island & Brooklyn:						
Sept. 30, '72	10.73	861	122	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,010,798	1,200,000	700,000		77,945	3,321	8	100	100	1st Mortgage	207,000	J. & J.	1879			
Oct. 31, '72	1.63	14	3	Easton and E. Easton (Pa.)	25,962	29,562			10,946	3,321	5	25	25	D. Dock, E. Bdw. & Battery:						
Sept. 30, '72	18.00	960	110	Eight Avenue (N.Y. City) N.Y.	1,586,034	1,000,000	203,000	65,340	804,283	150,720	12	100	100	1st Mortgage	700,000	J. & J.	1875			
Oct. 31, '72	7.73			Empire (Pa.)	102,000	600,000	150,000	3,200	102,704	13,130		100	100	1st Mortgage	700,000	J. & J.	1875			
Oct. 31, '72	2.04	24	6	Erie City (Pa.)	56,967	19,807	20,242	2,100	15,138	2,345		100	100	1st Mortgage	550,000	F. & A.	1882			
Oct. 31, '72	5.60	60	23	Federal St. & Pl. Val. (Pa.)	132,843	66,250	75,000	15,000	45,737	2,603		100	100	2d Mortgage	338,000	M. & N.	1890			
Sept. 30, '72	10.29	434	67	42nd st. & Gr'd st. (N.Y.C.) N.Y.	1,054,679	748,000	209,000		877,675	99,165	10	100	100	1st Mortgage	208,000	J. & J.	1881			
Oct. 31, '72	17.04	359	60	Frankford & Southwark (Pa.) N.Y.	841,171	492,200	255,500	35,000	868,135	91,137	7	60	60	1st Mortgage	150,000	J. & J.	1880			
Sept. 30, '72	10.90	133	30	Gr'd st. & Newtown (Bk'n) N.Y.	320,487	170,000	80,000	24,571	97,135	13,539		100	100	1st Mortgage	200,000	J. & J.	1877			
Sept. 30, '72	8.00	123	34	Gr'd St. Prosp. Ph. & Flatb. N.Y.	419,185	200,000	200,000	35,407	74,057			100	100	1st Mortgage	200,000	J. & J.	1877			
Oct. 31, '72	33.75	360	64	Germantown (Phila.) Pa.	692,270	307,545	350,000		510,775	124,179	6	50	50	Federal St. & Pleasant Val.:						
Oct. 31, '72	2.20	200	42	Green and Coates st. (Phila.) Pa.	244,441	150,000	150,000		180,283	48,700	26	50	50	1st Mortgage	75,000	J. & J.	1877			
Oct. 31, '72	2.01	10	4	Harborside City (Pa.)	60,249	41,995	12,864	1,240	7,185	Loss.		25	25	2d Mortgage	60,000	J. & J.	1881			
Sept. 30, '72	11.70	126	17	Harlem, Br. Mort. & F'dham N.Y.	275,759	299,100	138,500		95,737	21,637	22	50	50	1st Mortgage	185,500	J. & J.	1877			
Oct. 31, '72	11.00	378	60	Heist, Mass. & F'mount (Ph.) Pa.	338,437	299,423	127,100		272,610	71,442	11	75	101	2d Mortgage	100,000	J. & J.	1881			
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.) Pa.	170,402	105,000	62,500		99,164	38,904		100	100	1st Mortgage	185,500	J. & J.	1877			
Sept. 30, '72	4.06	53	22	Lynn and Boston (Mass.)	81,701	65,000		3,500	34,929	8,138		100	100	2d Mortgage	100,000	M. & N.	1891			
Sept. 30, '72	11.62	235	58	Malden and Boston (B'tn) Mass.	277,581	200,000	50,000	43,697	182,774	2,562		100	100	Grand st. P. P. & Flatbush:						
Sept. 30, '72	3.60			Malden and Melrose (B'tn) Mass.	60,249	165,000	75,000		2,240	1,866		100	100	1st Mortgage	200,000	J. & J.	1877			
Sept. 30, '72	3.46			Medford & Charlestown (B'tn) Mass.	84,000	21,000		4,000	37,448	9,521		100	100	Grand St. & Newtown:						
Sept. 30, '72	6.41	50	7	Merrimack Valley (B'tn) Mass.	68,000	50,000		589,390	37,448	9,521		100	100	1st Mortgage	90,000	J. & J.	1887			
Sept. 30, '72	12.20	258	60	Metropolitan (Boston) Mass.	2,219,747	1,500,000			956,041	174,384	10	50	50	Germantown:						
Sept. 30, '72	26.00	803	53	Middlesex (Boston) Mass.	608,702	400,000	184,500	155,822	234,306	43,497	6	100	100	1st Mortgage	250,000	J. & J.	1879			
Sept. 30, '72	3.31	20	8	New Bedford & Fairhaven Mass.	54,819	38,000		16,353	5,475	1,816		100	100	2d mortgage	100,000	J. & J.	1884			
Sept. 30, '72	12.75	2		New York Elevated (N.Y.)		350,000		25,000	13,744	501		100	100	Green and Coates street:						
Sept. 30, '72	8.29	201	20	Ninth Avenue (N. Y. City) N.Y.	994,842	797,820	187,000	13,202	108,030	Loss.		100	100	1st Mortgage	101,000	J. & J.	1878			
Sept. 30, '72	8.37	99	24	North 2d St. & Middle Wil. N.Y.	173,075	134,600	25,000	13,368	70,579	14,167		100	100	1st Mortgage	138,500	J. & J.	1878			
Sept. 30, '72	3.20	11	2	Northampton & W'mbury Mass.	300,000	300,000		6,419	7,421			100	100	1st Mortgage	138,500	J. & J.	1878			
Dec. 31, '72	11.71	172	33	Orange and Newark (N.Y.)	1,073,555	290,000	700,000	109,562	208,734	30,729		100	100	1st Mortgage	138,500	J. & J.	1878			
Oct. 31, '72	14.40	90	31	Park Avenue (Brooklyn) N.Y.	337,343	200,000	200,000	20,000	55,555	6,044		100	100	Hestonv, Mantua & Fairm:						
Oct. 31, '72	4.91	101	18	Peasest (Cin.)	200,000	150,000	50,000	67,209	71,812	33,111		100								



## RAILROAD AND CANAL DIVIDEND STATEMENT

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	13,280,000	J. & J.	July '73 31	Long Island .....	50	M. & S.	May '73 10	Vermont and Mass. ....	100	M. & N.	May '73 7
Allegheny Valley .....	2,232,000	J. & J.	July '71 4	Louisville, Cin. and Lex. ....	1,823,483	J. & J.	July '89 3	Warren (N. J.) .....	100	J. & D.	Dec. '71 31
Atlantic and West Point .....	1,232,000	J. & J.	July '71 4	..... pref. 100	848,700	J. & J.	July '73 44	Warwick Valley .....	100	A. & O.	Apr. '72 21
Atlantic and Gulf .....	8,693,700	J. & J.	July '71 31	Louisville & Nashville .....	8,980,000	F. & A.	Aug. '73 4	West Jersey .....	100	F. & A.	Aug. '73 4
..... pref. 100	888,978	J. & J.	July '71 31	Louisville, N. Alb. & Chi. ....	5,000,000	J. & D.	Dec. '70 3	Winchester & Potomac .....	100	J. & J.	Jan. '72 8
Atlantic and St. L. ....	39,404,900	M. & S.	Mar. '73 2	Lowell and Lawrence .....	200,000	A. & O.	Oct. '73 3	Winchester & Saratoga .....	100	J. & J.	July '72 8
..... new 1870, 100	1,500,000	.....	.....	Lykens Valley .....	600,000	F. & A.	Feb. '73 24	Worcester and Nashua .....	75	J. & J.	July '70 26
Avon, Genesee & Mt. M. ....	194,250	A. & O.	Oct. '72 11	Macon and Western .....	2,500,000	J. & J.	July '73 1				
Baltimore and Ohio .....	13,151,962	M. & N.	May '73 5	Maine Central .....	3,300,500	.....	.....				
Washington Br. ....	1,650,000	A. & O.	Apr. '73 5	Manchester and Law. ....	1,000,000	M. & N.	May '73 5				
Parkersburg Br. pref. ....	5,680,688	.....	.....	Marietta & Cincinnati .....	1,372,881	.....	.....				
Pennsylvania .....	600,000	J. & J.	Oct. '73 0	..... 1st pref. 60	1,372,881	M. & S.	Sep. '68 3a				
Bos. & Albany .....	19,661,100	N. & N.	May '73 5	..... 2d pref. 60	4,400,368	M. & S.	Sep. '68 3a				
Bos. & Fitchburg pref. ....	433,200	.....	.....	Massachusetts .....	400,000	F. & A.	Aug. '73 3				
Agricultural Br. guar. ....	60,000	J. & D.	Dec. '72 5	Memphis & Charleston .....	23	J. & D.	Jan. '69 3				
Bost. & Concord .....	800,000	M. & N.	May '73 5	Michigan Central .....	18,728,204	J. & J.	Jan. '73 4a				
Boston and Lowell .....	2,852,900	J. & J.	July '73 4	Mill Creek & Mich. ....	328,300	J. & J.	July '73 5				
Boston and Maine .....	6,816,807	M. & N.	May '73 4	Millwaukee and St. Paul .....	13,398,550	J. & J.	Dec. '70 7a				
Boston and Providence .....	3,950,000	M. & N.	May '73 4	..... pref. 100	10,825,777	F. & A.	Feb. '73 2a				
Buffalo, N. Y. and Mo. ....	80,000	F. & A.	Aug. '73 31	M. Hill & Schuy. Hav. ....	3,856,450	J. & J.	July '73 3a				
Burlington and Mo. Riv. ....	5,630,000	M. & S.	Sep. '73 5	Morris and Essex .....	14,008,100	J. & J.	July '73 3a				
..... pref. 100	1,488,900	M. & S.	Sep. '73 5	Nashua and Lowell .....	800,000	M. & N.	May '73 5				
Camden and Amboy .....	6,847,800	J. A. J. O.	Oct. '73 24	Nesquehoning Valley .....	1,377,900	M. & S.	Aug. '72 4a				
Camden and Atlantic .....	379,000	.....	.....	Newark and N. York .....	977,400	J. & J.	Jan. '72 3a				
..... pref. 50	792,700	.....	.....	N. Bedford & Taunton .....	560,000	M. & N.	May '73 10				
Cape Cod .....	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. ....	1,800,000	J. & J.	Aug. '69 12				
Cape May and Millville .....	447,000	J. & D.	Dec. '72 3	N. Haven & Northamp. ....	606,000	J. A. J. O.	Sep. '72 3				
Catawqua & Fugateville .....	428,900	.....	Nov. '71 6	New Jersey .....	7,296,200	J. A. J. O.	Oct. '72 24				
Catawqua .....	1,195,000	.....	.....	New London North-rn .....	1,118,800	J. & J.	Jan. '73 5				
..... pref. 50	2,200,000	M. & N.	May '73 9	N. Y. Gen. & Hudson R. ....	89,428,339	A. & O.	Oct. '73 4				
Dayton and Susq. ....	589,111	J. & J.	July '73 4	New York and Harlem .....	8,600,000	J. & J.	July '73 4				
Oedar Rapids & Mo. R. ....	6,850,400	M. & N.	May '73 11	..... pref. 100	1,500,000	J. & J.	July '73 4				
..... pref. 100	769,800	F. & A.	Aug. '73 3a	N. Y., N. H. & Hartf. ....	15,500,000	J. & J.	July '73 4				
Central of Georgia .....	4,668,800	J. & J.	July '73 5	N. Y. Provid. & Astor .....	2,000,000	J. A. J. O.	Oct. '73 2a				
Central of New Jersey .....	20,000,000	J. A. J. O.	July '73 4	Nie Bridge & Cal. ....	1,000,000	J. & J.	Jan. '73 3				
Central Ohio .....	2,425,000	J. & D.	June '73 3	North Carolina .....	4,000,000	.....	.....				
..... pref. 50	400,000	J. & D.	June '73 3	N. Eastern (N. C.) pref. ....	111,000	M. & N.	May '67 4				
Central Pacific .....	54,275,500	.....	Sep. '73 3	N. H. & P. ....	31,015,150	.....	.....				
Chenango .....	880,000	J. A. J. O.	July '73 11	Northern Central .....	8,842,000	M. & N.	Nov. '72 3				
Chesapeake .....	2,100,000	J. & J.	July '73 2	N. H. & P. ....	8,068,400	J. & D.	June '73 4				
Chicago and Alton .....	9,929,900	M. & S.	Sep. '73 5	Northern New Jersey .....	1,000,000	J. & J.	Jan. '72 4				
..... pref. 100	2,426,400	M. & S.	Sep. '73 5	Norwich & Worcester .....	2,827,400	J. & J.	July '73 5				
Chicago, Burl. & Quincy .....	18,652,910	M. & S.	Sep. '73 5	Ogdensburg & L. Champl. ....	977,800	J. & J.	Jan. '73 3				
Chicago, Iowa & Nebraska .....	9,976,300	J. & J.	July '73 4	..... pref. 100	2,000,000	A. & O.	Oct. '73 4				
Chicago & N. Western .....	20,088,180	J. & D.	Dec. '72 3	Ohio and Mississippi .....	10,995,947	J. A. J. O.	June '72 3a				
..... pref. 100	12,259,503	J. & J.	July '73 3a	Oil Cr. & Allegheny R. ....	4,024,474	J. A. J. O.	June '72 3a				
Chicago, R. I. & Pacific .....	19,000,000	A. & O.	Apr. '73 4	Old Colony & Newport .....	4,259,450	J. & J.	July '73 3				
Cin. Ham. & Dayton .....	5,800,000	A. & O.	Apr. '73 4	Oswego and Syracuse .....	6,297,900	J. & J.	July '73 3a				
Cin. Ham. & Cleveland .....	2,980,550	A. & O.	Apr. '72 10a	Pacific of Missouri .....	4,320,000	F. & A.	Aug. '73 4				
..... pref. 60	429,400	M. & N.	May '73 3	Pennsylvania .....	7,000,000	J. A. J. O.	Oct. '73 3				
Clev. Col. Cin. & Ind. ....	14,991,275	F. & A.	Aug. '73 3a	Patterson and Hudson .....	639,000	J. & J.	July '73 4				
Cleveland & Mahoning .....	2,057,500	M. & N.	May '73 3	Patterson and Newark .....	809,000	J. & J.	July '73 3				
Cleveland & Pittsburgh .....	12,236,150	F. M. A. N.	May '73 1	Patterson and Ramapo .....	247,000	J. & J.	July '73 3				
Col. Cin. & Ind. Cen. ....	13,000,000	.....	.....	Pembert. & Hightstown .....	342,150	J. & J.	Jan. '71 3				
Columbus and Xenia .....	1,786,800	M. J. S. D.	June '73 2	Pennsylvania .....	72,000,000	M. & N.	May '73 5				
Colum. & Hocking Val. ....	2,600,000	F. & A.	Aug. '73 5	Georgia & Bureau Val. ....	1,200,000	F. & A.	Aug. '73 4				
Concord .....	1,000,000	M. & N.	May '73 5	Philadelphia and Erie .....	6,004,300	J. & J.	July '72 4				
Concord and Ports .....	3,100,000	F. & A.	Aug. '73 3	Phil. Ger. & Norristown .....	1,029,250	M. J. S. D.	Sep. '73 5				
Conn. & P. ....	3,100,000	F. & A.	Aug. '73 3	Philadelphia & Reading .....	32,894,375	J. & J.	July '73 5				
Connecticut River .....	1,851,000	J. & J.	July '73 5	..... pref. 50	1,531,800	J. & J.	July '73 5				
Cumberland Valley .....	1,484,300	A. & O.	Apr. '73 4	Phila. and Trenton .....	1,259,100	J. A. J. O.	Oct. '73 2a				
Danbury and New .....	1,230,941	M. J. S. D.	Dec. '71 4	Phila. W. & Balt. ....	11,489,750	J. & J.	July '73 4				
Delaware .....	1,830,941	J. & J.	Jan. '73 3	Pitts. & W. & Chi. ....	14,714,285	J. A. J. O.	Oct. '73 1a				
Del. Lackaw. & Westn. ....	18,565,500	J. A. J. O.	July '73 5	..... Special Imp. ....	2,000,000	J. A. J. O.	Oct. '73 1a				
Detroit & Milwaukee .....	822,110	J. & J.	Dec. '69 7	Pitts. & N. Adams .....	10,000	.....	.....				
Dubuque & Sioux City .....	6,000,000	J. & J.	Oct. '73 3	Port and Kennecott .....	610,700	J. & J.	Jan. '72 3				
East Pennsylvania .....	1,819,200	J. & J.	July '73 3	Yarmouth certificates .....	202,400	A. & O.	Apr. '72 3				
East Mahanoy .....	392,950	J. & J.	July '73 3	Fort, Saco & Fortm. ....	1,500,000	J. & J.	July '73 5				
Eastern (Mass.) .....	4,262,500	J. & J.	July '73 3	Providence & Worcester .....	2,000,000	J. & J.	July '73 5				
Eastern (N. H.) .....	492,500	J. & J.	July '73 3	Railroad and Gaston .....	1,800,000	J. & J.	July '71 6				
Elmira, Jct. & Canada .....	600,000	F. & A.	Feb. '73 2a	Rensselaer & Saratoga .....	6,000,000	J. & J.	July '73 4				
Elmira & Williamsport .....	600,000	M. & N.	May '71 2a	Roch. & Genesee Val. ....	537,500	.....	.....				
..... pref. 50	600,000	J. & J.	July '73 3a	Rome, Watert. and Ogd. ....	2,998,900	J. & J.	July '73 3a				
Erie Railway .....	78,000,000	.....	.....	Rutland .....	2,700,000	.....	.....				
..... pref. 100	6,590,910	.....	.....	..... pref. 100	4,800,000	F. & A.	Aug. '73 3a				
Erie and Pittsburgh .....	1,090,250	M. J. S. D.	June '73 1a	St. Croix and Pembroke .....	100,000	J. & J.	July '71 2				
Fitchburg .....	4,000,000	J. & J.	July '73 4	St. L. Al. & T. ....	2,500,000	.....	.....				
Georgia .....	1,150,000	J. & J.	July '73 4	..... pref. 100	2,040,000	.....	.....				
Grand River Val. guar. ....	1,000,000	.....	.....	St. Louis and Iron Mt. ....	10,000,000	F. & A.	Feb. '73 8				
Grand Trunk (Can.) .....	14,387,946	.....	.....	St. L., Kan. C. & North. ....	12,000,000	.....	.....				
Grand Western (Can.) .....	19,237,404	.....	.....	..... pref. 100	12,000,000	.....	.....				
Hannibal & St. Joseph .....	1,151,700	F. & A.	Aug. '70 3a	Saratoga and Schenect. ....	300,000	A. & O.	Oct. '73 2a				
..... pref. 100	6,073,224	.....	.....	Schoharie Valley .....	675,050	J. & J.	July '73 2a				
Hanover Branch (Can.) .....	116,850	M. & N.	May '73 5	Schoharie and Rotterdam .....	1,151,400	M. & N.	Nov. '70 3				
Harlem Extension .....	4,000,000	.....	.....	Shore Line .....	869,450	F. & A.	Aug. '73 3				
Harrisburg & Lancaster .....	1,182,500	J. & J.	Jan. '73 3a	Shamokin V. & Potomac .....	992,500	J. & J.	Jan. '72 5a				
Houston & Brazos .....	1,100,000	J. & J.	July '73 4	Shore Line .....	435,300	J. & J.	Jan. '72 3				
Huntingdon & P. & T. ....	880,000	.....	.....	South Branch (N. Y.) .....	8,812,275	F. & A.	Feb. '72 1				
..... pref. 50	456,760	J. & J.	July '68 3a	South Western (Ga.) .....	3,939,300	F. & A.	Feb. '73 4				
Indianapolis .....	28,280,510	F. & A.	Aug. '73 3	State Island .....	445,700	J. & J.	Jan. '72 3a				
Indianapolis, Cin. & La. ....	7,885,497	M. & S.	Sep. '73 4	Ston Brook .....	287,500	M. & N.	May '72 3				
Iowa Falls & Sioux City .....	4,325,000	.....	.....	Summit Branch .....	50	.....	.....				
Jefferson, Mad. & Ind. ....	2,000,000	J. A. J. O.	Oct. '73 11	Sussex (N. J.) .....	317,800	F. & A.	Feb. '73 3				
Joliet and Chicago .....	1,500,000	J. & J.	Jan. '73 4	Syr. Bingham & N. Y. ....	1,673,135	J. & J.	Jan. '72 24				
Joliet & North Indiana .....	300,000	F. & A.	Aug. '73 4	Taunton Branch .....	5,000	J. & J.	July '73 4				
Lake Shore & Mich. ....	40,466,400	F. & A.	Aug. '73 5	Terre Haute & Indiana .....	1,988,150	J. & J.	Jan. '73 4				
..... (guar.) .....	683,500	J. & J.	Jan. '72 3	Tol. Peo. & War. pref. ....	1,700,000	M. & N.	Nov. '72 3a				
Lawrence .....	280,300	F. & A.	Aug. '73 5	Tol. Wat. & West. pref. ....	274,400	J. & J.	Dec. '71 8				
Leeds and Farmington .....	600,000	J. & J.	Jan. '72 3	Troy and Greenbush .....	1,855,000	J. & J.	Jan. '73 3				
Lehigh & Susquehanna .....	3,000,000	F. & A.	May '73 5	Union and Black River .....	1,855,000	J. & J.	Jan. '73 3				
Lehigh Valley .....	31,468,800	J. A. J. O.	Apr. '73 2a	Vermont and Canada .....	2,500,000	J. & D.	Dec. '72 0				
Little Miami .....	3,871,480	J. A. J. O.	Apr. '73 1								
Little Sandusky .....	2,846,150	J. & J.	July '73 4								

## CANALS.

Chesapeake & Delaware	50	1,983,568	J. & D.	June '73 5
Chesapeake and Ohio	25	8,239,591	— & —	—
Delaware Division	—	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson	—	15,000,000	F. & A.	—
Delaware and Haritan*	100	5,847,400	J. A. J. O.	Oct. '73 2
for of Pennsylvania	60	64,000	— & —	—
Lehigh Coal & Navigat.	—	8,789,890	M. & N.	May '67 3
Monongahela Navigat.	—	1,003,500	J. & J.	Jan. '73 8
Morris (co-solidated)	100	1,025,000	F. & A.	Aug. '72 2
" (preferred)	100	1,176,000	F. & A.	Aug. '72 3
Pennsylvania	—	4,337,950	— & —	—
Schuyl. Nav. (common)	—	1,908,207	F. & A.	Feb. '73 8
" (ref.)	—	2,898,977	F. & A.	Feb. '73 6
Susq. and Tide Water	—	2,002,748	— & —	—
Union	—	2,907,860	— & —	—
" preferred	—	—	— & —	—
W. Branch and Susq.	50	1,100,000	J. & J.	Jan. '65 —
<b>MISCELLANEOUS.</b>				
Adams Express	100	10,000,000	M. J. S. D.	Sept. '73 8
American Coal	25	1,500,000	M. & S.	Mar. '72 8
Am. Merch. Union Exp.	100	18,000,000	J. & J.	July '73 5
Ashburton Coal	50	2,500,000	J. & D.	Dec. '69 1
Atlantic Mail Steamship	100	4,000,000	M. J. S. D.	Dec. '67 2
Brunswick City	100	1,000,000	— & —	—
Butler Coal	25	500,000	J. & D.	Dec. '69 8
Canton	164	761,280	— & —	—
Consolidation (Md.) Coal	100	10,250,000	J. & J.	Jan. '73 8
Cumberland Coal & Iron	100	500,000	— & —	—
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 5
Marionna Gold	—	2,386,000	— & —	—
" pref.	100	6,625,400	— & —	—
" certifi.	100	3,324,000	J. & J.	—
Pacific Mail Steamship	100	20,000,000	M. J. S. D.	Sept. '69 8
Pacific and Atlantic Tel.	25	—,000,000	— & —	—
Pennsylvania Coal	50	4,000,000	F. M. A. N.	May '73 5
Fullman Palace Car	100	4,000,000	F. M. A. N.	Feb. '71 5
Quicksilver, common	100	5,700,000	— & —	—
" preferred	100	4,800,000	— & —	—
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 6
Spruce Hill Coal	10	1,000,000	— & —	—
United States Express	100	6,000,000	F. M. A. N.	Aug. '73 8
United States Trust	100	1,500,000	J. & J.	July '71 7
Wells Fargo & Co. Exp.	100	8,000,000	J. & J.	July '73 8
West. Union Telegraph	100	38,000,000	J. & J.	July '73 8
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. '69 8
Wyoming Valley Coal	100	1,350,000	F. & A.	Aug. '66 8



# AMERICAN RAILROAD JOURNAL

## NATIONAL AND STATE SECURITIES

1927

		Amount	Interest		Payable		Rate	Term	Price			Amount	Interest		Payable		Rate	Term	Price
		Outstanding										Outstanding							
<b>National Securities Oct. 1, 1873.</b>																			
Loan of June 14, 1868.....	registered	\$6,045,000	5	Jan. & July	1874	112 1/2				<b>Massachusetts—(\$30,712,869):</b>		700,000	5	Vario	72-80				
Loan of February 8, 1901.....	coupon	13,700,000	6	Jan. & July	1880	115 1/2				State (public works) scrip, 72.....		364,000	5	June & Dec.	72-72 1/2				
Oregon War Bonds of March 2, 1861.....	coupon	843,000	6	Jan. & July	1881	109 1/2				Union Fund Loan, 1861.....		2,800,000	6	Jan. & July	72-76 1/2				
Loan of July 17, and Aug. 5, 1861.....	registered	125,566,150	6	Jan. & July	1881	115 1/2				Union Fund Loan, 1862.....		300,000	6	"	77-78				
Loan of Feb. 25, 1862 (5-20s).....	coupon	17, 05, 400	6	May & Nov.	1882	109 1/2				Coast Defense Loan, 1863.....		888,000	5	"	1883				
Loan of March 3, 1863 (5-20s).....	coupon	170,227,150	6	Jan. & July	1881	115 1/2				Bounty Loan, 1864.....		4,379,500	5	May & Nov.	1884				
Loan of March 3, 1864 (5-20s).....	coupon	21,449,400	6	Jan. & July	1881	115 1/2				Bounty Loan, 1864.....		4,000,744	5	"	1884				
Loan of March 3, 1864 (5-20s).....	coupon	24,798,950	6	May & Nov.	1884	110				Bounty Loan, 1864.....		2,551,500	6	Mar. & Sept.	1886				
Loan of June 30, 1864 (5-20s).....	coupon	33,386,050	6	May & Nov.	1884	109 1/2				Bounty Loan, 1864.....		1,186,500	5	April & Oct.	1886				
Loan of March 3, 1865 (5-20s).....	coupon	33,925,600	6	Jan. & July	1881	115 1/2				Bounty Loan, 1864.....		2,551,500	5	Jan. & July	1900				
Loan of March 3, 1865 (5-20s).....	coupon	118,917,150	6	Jan. & July	1881	115 1/2				Michigan—(\$2,332,289):		2,551,500	5	Jan. & July	1879				
Loan of March 3, 1865 (5-20s).....	coupon	55,547,500	6	Jan. & July	1885	113 1/2				Canal Bonds, 1859.....		51,000	6	Jan. & July	1879				
Loan of March 3, 1865 (5-20s).....	coupon	147,211,750	6	Jan. & July	1885	113 1/2				Canal Bonds, 1859.....		445,000	6	"	1873				
Loan of March 3, 1865 (5-20s).....	coupon	87,491,700	6	Jan. & July	1885	113 1/2				\$2,000,000 Loan Bonds, 1883.....		431,000	6	"	1878				
Loan of March 3, 1865 (5-20s).....	coupon	228,687,600	6	Jan. & July	1885	113 1/2				\$2,000,000 Loan Bonds, 1883.....		718,000	6	"	1883				
Loan of March 3, 1865 (5-20s).....	coupon	13,699,000	6	Jan. & July	1885	113 1/2				Renewal Bonds, 1883.....		463,000	7	May & Nov.	1890				
Loan of March 3, 1865 (5-20s).....	coupon	32,775,000	6	Jan. & July	1885	113 1/2				Bounty (War) Bonds, 1885.....		160,000	6	Jan. & July	1878				
Loan of March 3, 1865 (5-20s).....	coupon	140,477,800	5	Mar. & Sept.	1904	108 1/2				Minnesota—(\$350,000):		100,000	7	May & Nov.	1872				
Loan of March 3, 1865 (5-20s).....	coupon	54,089,600	5	"	1904	109 1/2				Sioux War Bonds, 1862.....		250,000	7	Jan. & July	1877-79				
Consols of July 14, '70 and Jan. 20, '71.....	registered	161,716,450	5	F. M. A. & N.	1881	109 1/2				State Building Bonds, 1867-68 and 1869.....		2,275,000	7	June & Dec.	1883				
Consols.....	coupon	112,283,550	4 1/2	F. M. A. & N.	1886	.....				Railroad Bonds (suspended) 1868.....		439,000	6	Jan. & July	1882-90				
Consols.....	coupon	.....	4 1/2	F. M. A. & N.	1901	.....				Missouri—(\$17,669,000):		1,589,000	6	"	187-88				
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.).....	.....	.....	3	.....	.....	.....				State Bonds, proper, 1865-68.....		14,966,000	7	"	187-88				
Navy Pension Fund of July 23, 1898.....	cur.	14,000,000	3	.....	.....	.....				Railroad Loans Bonds, 1861-66.....		2,327,000	6	"	187-91				
Certificates of Indebtedness 1870.....	cur.	678,000	4	.....	.....	.....				S. W. Br. of Pacific R. R. bonds, guar.....		660,000	10	Mar. & Sept.	1878-87				
Pacific R. R. Bonds.....	(currency)	94,823,512	6	Jan. & July	1899-99	111 1/2				State Bonds, funding, 1867-68.....		1,200,000	6	Jan. & July	1878-84				
U. S. Notes and Fractional Currency.....	.....	402,309,134	.....	.....	.....	.....				New Jersey—(\$2,896,200):		1,002,000	6	"	1886-90				
<b>State Securities, latest dates.</b>																			
<b>Alabama—(\$15,42,000):</b>																			
Bonds (old and extended), 1866 and '72.....	.....	2,582,800	5	May & Nov.	1897-92	46				State Bonds, for floating debt.....		584,400	6	"	1897-02				
Bonds (new), 866, '98 and '72.....	.....	2,382,000	5	Jan. & July	1899-92	54 1/2				New Hampshire—(\$2,405,400):		900,000	5	J. A. J. & O.	1875				
Railroad Aid Bonds, 1870 and '71.....	.....	2,620,000	8	"	1901-92	91 1/2				War Loan Bonds, July 1, 1861.....		800,000	6	"	1878				
Railroad Bonds endorsed, 1870 and '71.....	.....	13,000,000	8	"	1901-92	91 1/2				War Loan Bonds, July 1, 1864.....		348,107	5	"	1880-88				
<b>Arkansas—(\$1,000,000):</b>																			
Funded Bonds, 1869 and '70.....	.....	2,850,000	6	Jan. & July	1900-00	88				War Loan Bonds, 1863, tax free.....		1,169,780	6	"	1881				
Levee Bonds, 1871.....	.....	2,185,000	7	"	1901	.....				War Loan Bonds, 1864, tax free.....		1,108,429	6	"	1884				
Deficiency Bonds, 1872.....	.....	300,000	7	"	1882	.....				War Loan Bonds, 1864, tax free.....		7,408,000	6	"	1872-73				
Railroad Aid Bonds, 1869 '70 and '71.....	.....	5,465,000	7	April & Oct.	1899-91	91 1/2				Ohio—(\$9,022,721):		2,972,600	6	"	1877				
<b>California—(\$3,31,000):</b>																			
Civil Bonds 1857 and '60.....	.....	2,108,000	7	Jan. & July	1877-80	117				Canal Stock.....		880,000	6	"	1877				
Bounty and Relief Bonds, 1868 and '61.....	.....	545,500	7	"	1883-85	.....				Canal Stock.....		10,675,900	7	Jan. & July	1877				
State Capital Bonds, 1871.....	.....	250,000	7	"	1891	.....				Canal Stock.....		1,972,000	6	"	1877				
<b>Connecticut—(\$5,767,500):</b>																			
War Loan, July 1, 1861, (10-20s).....	.....	706,700	6	Jan. & July	1871	.....				North Carolina—(\$29,900,045):		4,723,000	6	Jan. & July	1875-92				
War Loan, Jan. 1863 and '64 (20s).....	.....	2,386,000	6	Jan. & July	1871	.....				State (old) Bonds 1848 to 1860.....		8,689,000	6	April & Oct.	1872-92				
War Loan, Oct. 1, 1864 (10-30s).....	.....	965,500	6	April & Oct.	1874	.....				State (old) Bonds 1848 to 1860.....		3,069,043	6	Jan. & July	1872-96				
War Loan, Oct. 1, 1865 (20s) tax free.....	.....	1,741,100	6	"	1885	.....				State (new) Bonds, 1867 to 1870.....		1,854,000	6	April & Oct.	1872-90				
<b>Florida—(\$1,728,965):</b>																			
Convention Bonds 1868.....	.....	30,000	6	April & Oct.	1889	.....				Funding (Debt) Bonds, 1866.....		2,417,400	6	Jan. & July	1890				
Bonds, 1868-69.....	.....	191,000	6	Various	1898-99	.....				Funding (Interest) Bonds 1868.....		1,821,400	6	April & Oct.	1878				
Bonds, 1871.....	.....	310,000	7	Various	1901	.....				Special Tax Bonds.....		11,407,000	6	"	1895-99				
Loan to Jack, Penna., & Mob. R.R., 1870.....	.....	4,000,000	8	Jan. & July	1900	.....				Ohio—(\$9,022,721):		838,894	6	Jan. & July	1875				
<b>Georgia—(\$10,494,500):</b>																			
Bonds for W. & A. L. R. 1842, '43, '44, '45.....	.....	896,000	6	Various	1878-80	78				Loan of 1850 Bonds, skg f.d.....		1,660,000	6	"	1875				
Bonds for W. & A. L. R. 1842 and 1843.....	.....	278,500	7	Various	1880	.....				Loan of 1860 Bonds, skg f.d.....		1,495,360	6	"	1881				
Bonds for Atl. and Gulf R.R., '45, '46, '47, '48, '49, '50, '51.....	.....	600,000	6	Feb. & Aug.	1878-80	78				Loan of 1866 Bonds, skg f.d.....		2,400,000	6	"	1886				
Bonds for Atl. and Gulf R.R., 1863.....	.....	200,000	6	"	1878	.....				Oregon—(\$20,527):		90,537	7	Jan. & July	1874-84				
Bonds of Act. of March 12, 1866.....	.....	3,900,000	7	Jan. & July	1872-74	90				Bounty and Relief Bonds of 1864.....		200,000	7	"	1880				
Bonds of Acts of Sept. and Oct. 1870.....	.....	4,880,000	7	Various	1886	.....				Willamette Canal & Lock Bonds of 1870.....		92,850	5	Feb. & Aug.	1872-77				
Railroad endorsements, to July 1872.....	.....	12,000,000	7	Various	1890	.....				Pennsylvania—(\$2,372,064):		3,766,500	6	"	1872-77				
<b>Illinois—(\$2,133,634):</b>																			
Interest Bonds, inscribed stock, 1847.....	.....	971,834	6	Jan. & July	1900-92	92 1/2				Loan of Feb. 1867 (5-10s).....		90,480	6	"	1878				
Refunded Stock Bonds, 1869.....	.....	348,000	6	"	1878	.....				Loan of Feb. 1867 (5-10s).....		7,990,560	6	"	1878				
Thornton Loan Bonds, 1861.....	.....	102,000	6	"	1878	.....				Loan of Feb. 1867 (5-10s).....		723,950	6	"	1878				
War Loan Bonds, 1861.....	.....	417,000	6	"	1878	.....				Loan of Feb. 1867 (10-15s).....		3,271,880	6	"	1878				
Chicago Relief Bonds, 1871.....	.....	250,000	6	May & Nov.	1880	.....				Loan of Feb. 1867 (15-25s).....		400,000	6	April & Oct.	1879				
<b>Kansas—(\$1,336,675):</b>																			
State Bonds (various) 1863 to 1864.....	.....	110,075	6	"	1881	.....				Inclined Plane Loan, of April 1849.....		1,907,080	6	Feb. & Aug.	1871				
State Bonds (various) 1891 to 1899.....	.....	1,238,000	7	"	1883-84	.....				State Stocks (old).....		.....	5	"	1877-78				
<b>Kentucky—(\$2,750,510):</b>																			
State Bonds 1853 and '43.....	.....	160,000	6	Mar. & Sept.	1870-80	.....				Rhode Island—(\$2,770,000):		1,049,000	6	Mar. & Sept.	1882				
State Bonds, 1840 to 1861.....	.....	638,000	6	April & Oct.	1872	.....				War Bonds of Aug. 1862.....		200,000	6	April & Oct.	1883				
Military Bonds, 1864 (15 or 30 yrs).....	.....	309,000	6	Various	1871-72	.....				War Bonds of Jan. 1863.....		602,000	6	Jan. & July	1893				
<b>Louisiana—(\$21,214,800):</b>																			
State Bonds, to R. R. Co., 1840 to 1866.....	.....	1,430,000	6	Various	1873-93	49				South Carolina—(\$15,367,327):		1,238,198	6	Jan. & July	1871-90				
Deficiency (Treasury) Bonds 1868.....	.....	750,000																	



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) annexed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
		When.	Where.						When.	Where.		
Adirondack:						Brunswick and Albany:						
1st Mortgage.....	\$380,000	7 Jan. & July.	New York.	1898	....	1st Mort. (gold) bond. by Gatax fr.	\$3,000,000	6	April & Oct.	New York.	1908	....
Alabama Central:						2d Mort. sinking fund gold.	2,350,000	7	"	"	1898	....
1st Mortgage.....	1,000,000	8 Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:						General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	10,000pm	8 Jan. & July.	New York.	1899	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8 Jan. & July.	"	1899	....	Buffalo, New York and Erie.....	700,000	7	March & Sept.	New York.	1896	....
Alabama and Georgia:						Buffalo, New York and Erie.....	2,000,000	7	June & Dec.	New York.	1877	92
1st Mortgage, guar. by Ala. & Ga.	10,000pm	8 Jan. & July.	New York.	1891	....	Buffalo, New York & Phila.:	3,000,000	6	Jan. & July.	New York.	1896	....
Albany and Susquehanna:						1st Mortgage.....	30,000pm	7	May & Nov.	N. Y. & Lond.	1899	23
1st Mortgage.....	1,000,000	7 Jan. & July.	New York.	1888	98 1/2	Burlington, Cedar Rapids & Minn.:						
2d Mortgage.....	2,000,000	7 April & Oct.	"	1885	97 1/2	1st Mortgage coin or stg skg fd.	5,068,350	7	April & Oct.	Boston.	1893	96 1/2
2d Mortgage.....	399,000	7 May & Nov.	"	1881	92 1/2	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1876	....
Albany Loan:						Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	....
Alexandria and Fredericksburg:						Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	97 1/2
1st Mortgage.....	1,000,000	6 " "	Albany.	1896	....	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1874	98 1/2
Allegheny Valley:						Stock (common) Bonds.....	1,377,849	8	"	"	1880	....
General Mortgage.....	4,000,000	13 Jan. & July.	New York.	1890	90	Burlington & Mo. Riv. in Neb.:						
Special Mortgage to Penn.....	3,500,000	5 " "	Harrisburg.	1891	87 1/2	1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	90
Androsquin:						Burlington and Southwestern:						
1st Mortgage (Bath Loan).....	425,000	6 Jan. & July.	Bath, Me.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	50
Arkansas Central (narrow gauge):						Cairo and Fulton (Arkansas):						
1st Mortgage.....	8,000pm	8 Jan. & July.	New York.	1891	....	1st Mort. (R.R. & land) S. F. gold	8,000,000	7	Jan. & July.	New York.	1891	90
Atchafalpa and Nebraska:						Cairo and St. Louis (3 ft. gauge):						
1st Mortgage.....	3,500,000	8 Jan. & July.	Boston.	1891	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atchafalpa, Topeka and Santa Fe:						Cairo and Vincennes:						
1st Mortgage (gold).....	15,000pm	7 Jan. & July.	Boston.	1899	87 1/2	1st Mortgage, gold.....	3,500,000	7	April & Oct.	New York.	1901	....
Land Grant Mortgage (gold).....	7,500pm	7 April & Oct.	"	1902	....	California Pacific:						
Atlanta and Richmond Air Line:						1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1899	....
1st Mortgage (guar. by Ga.).....	10,000pm	8 Jan. & July.	New York.	1900	88 1/2	Camden and Atlantic:						
Atlantic and Great Western:						2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	95 1/2
1st Mortgage (gold).....	18,000,000	7 Jan. & July.	London.	1902	....	Camden and Burlington County:						
2d Mortgage (gold).....	12,000,000	7 March & Sept.	"	1902	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	70-'97	89
3d Mortgage (gold) Income.....	20,000,000	7 May & Nov.	"	1902	....	Canada, Michigan and Chicago:						
Atlantic and Gulf:						1st Mort. (skg fd) for \$2,750,000.		7	"	New York.	....	....
Consolidated 285 m. free U. S. tax	2,000,000	7 Jan. & July.	New York.	1897	....	Canada Southern:						
Sectional (S. A. & G. R. R.) bonds	810,000	7 " "	"	var.	....	1st Mort. (skg fd) for \$9,000,000	8,780,000	7	Jan. & July.	N. Y. L. & F.	1906	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7 May & Nov.	"	1888	....	Carthage & Burlington (C. B. & Q.):						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7 " "	"	1889	....	1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Atlantic and Lake Erie:						Catawissa:						
1st Mortgage (gold) for \$5,000,000.		7 Jan. & July.	New York.	1901	....	1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
Atlantic, Miss. and Ohio (428 m.):						1st Mortgage (new).....	1,300,000	7	"	"	1900	95
1st Mortgage for \$15,000,000.		7 Jan. & July.	New York.	1901	....	Chattel Mortgage.....	158,350	6	"	"	80-'85	81
Atlantic and North Carolina:						Cazenovia and Canastota:						
1st Mortgage.....	200,000	8 Jan. & July.	New York.	1873	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and Pacific:						Cedar Falls and Minnesota:						
Land Mortgage gold bonds.....	5,000,000	6 Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6 " "	"	1888	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	"	1907	75
Atlantic and St. Lawrence:						Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage (sterling) of 1883.	484,000	6 May & Nov.	London.	1878	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87 1/2
2d Mortgage (sterling) of 1894.	1,490,966	6 April & Oct.	"	1884	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	87 1/2
3d Mortgage (sterling) of 1871.	712,932	6 May & Nov.	"	1891	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	"	1910	84 1/2
Bald Eagle Valley:						Central Branch Union Pacific:						
1st Mortgage.....	371,200	6 Jan. & July.	Philadelphia.	1881	....	1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage.....	100,000	7 " "	"	1884	....	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Baltimore and Ohio:						Central of Georgia:						
Loan of 1866 '75.....	863,250	6 Jan. & July.	Baltimore.	1875	96	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1866-'80.....	578,500	6 " "	"	1880	87	Central of Iowa:						
Loan of 1863-'86.....	1,710,500	6 April & Oct.	"	1885	91	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7	Jan. & July.	New York.	1899	....
Loan of 1866-'90 (Balt.) skg fd.	3,648,683	6 Jan. & July.	"	1890	....	2d Mortgage, gold, \$4,000 p. m.	812,000	7	April & Oct.	"	1901	....
Loan of 1870-'95 (etc.) skg fund.	6,788,752	6 March & Sept.	London.	1895	....	Central of New Jersey:						
2d Mort. (N. W. Va. R. R.) assumed	485,500	6 Jan. & July.	Baltimore.	1873	100	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6 " "	"	1884	94	Convertible bonds of 1872.....	1,725,000	7	"	"	1902	....
Baltimore and Potomac:						New Mortgage for \$5,000,000.	5,000,000	7	Feb. & Aug.	"	1890	101 1/2
1st Mort. (tunnel) gold guar.....	1,500,000	6 Jan. & July.	Baltimore.	1911	....	Loan of L. & N. V. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mortgage (R. R.) gold guar.....	5,000,000	6 April & Oct.	"	1911	....	Central Ohio (B. & O.):						
Bangor and Piscataquis:						1st Mortgage guaranteed.....	2,600,000	6	March & Sept.	Baltimore.	1890	84 1/2
1st Mortgage (Bangor loan).....	600,000	6 April & Oct.	Bangor.	1899	....	Central Pacific of California:						
1st Mort. (Bangor loan) exten'n	120,000	7 " "	"	1901	....	1st Mortgage, 30 years bonds, gold	25,883,000	6	Jan. & July.	New York.	95-'99	93 1/2
Bay City and East Saginaw:						Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	100 1/2
1st Mort. guar. by E. & P. M. R. Co.	100,000	10 Jan. & July.	Detroit.	1886	....	State Aid B'ds (Int. by State) gold	1,500,000	7	"	"	1886	107 1/2
Bedford and Bridgeport:						1st Mort. (Western Pacific) gold	2,735,000	6	"	"	1899	....
1st Mortgage.....	500,000	8 April & Oct.	Philadelphia.	1891	....	1st Mort. (Calif. & Oregon) gold	6,150,000	6	"	"	85-'92	....
Belfast and Moosehead Lake:						1st Mort. (S. Fr. Okla. & Ala.)	500,000	6	"	San Francisco	1890	....
1st Mortgage (gold).....	150,000	6 May & Nov.	Portland.	1890	....	1st Mort. (San Joaquin V. D.) gold	6,000,000	6	April & Oct.	New York.	1900	....
Belleville and Southern Illinois:						Land bonds (Com. Pac. Co.) gold	9,163,000	6	"	"	1890	....
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8 April & Oct.	New York.	1896	....	Charleston and Savannah:						
Beloit and Madison (C. & N. W.):						1st Mortgage guar. by S. Car.....	505,000	6	March & Sept.	Charleston.	1877	....
1st Mortgage.....	333,000	7 Jan. & July.	New York.	1888	....	Funded Interest on 1st Mort.....	157,400	7	"	"	1899	....
Belvidere Delaware:						Charlotte, Columbia & Augusta:						
1st Mortgage (guar. by U. & C.)	1,000,000	6 June & Dec.	New York.	1877	96	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage (A. Co. and C. Co.)	425,500	6 March & Sept.	Princeton.	1885	81	Charters:						
3d Mortgage (Penn. R. R. Co.)	745,000	6 Feb. & Aug.	"	1887	84	1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Blue Ridge (R. Car.):						Cheraw and Darlington:						
1st Mortgage guar. by State, gold	4,000,000	7 Jan. & July.	Charleston.	1895	....	1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
Boston and Albany:						2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	Charleston.	1883	....
1st Mortgage (Agricultural Br.)	400,000	6 Jan. & July.	Boston.	1884	82	Cheraw and Salisbury:						
1st Mortgage (Equalization).....	348,000	7 " "	"	1889	90 1/2	1st Mortgage for \$250,000.....		8	Jan. & July.	Charleston.	1891	....
1st Mortgage (consolidated).....	153,000	7 " "	"	1890	90 1/2	Cherokee:						
Equipment M. & W. Co.:	100,000	8 April & Oct.	"	1881	90	1st Mort. guar. by Ga. \$12,500 p. m.		7	June & Dec.	Atlanta.	1891	....
Boston, Concord and Montreal:						1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Sinking Fund (consolidated).....	624,000	6 Jan. & July.	Boston.	1889	93	Chesapeake and Ohio:						
1st Mortgage (71 m.).....	70,000	6 Feb. & Aug.	New York.	1885	....	1st Mortgage (Va. Gen.) guar. by Va.	100,000	6	May & Nov.	New York.	1899	90 1/2
1st Mort. (224 m.) convertible	150,000	6 Jan. & July.	Boston.	1870	....	3d Mort. ( " ) coupon.....	918,000	6	Jan. & July.	"	1884	....
1st Mortgage (224 m.).....	200,000	7 " "	New York.	1870	....	Income ( " ) coupon.....	300,000	6	"	"	1876	90 1/2
Boston, Hartford and Erie:						Funded Interest, coupon.....	180,500	8	"	"	1877	....
1st Mortgage (old).....	96,000	7 March & Sept.	Boston.	1884	....	Cheshire:						
1st Mortgage (Burdell).....	15,000,000	7 Jan. & July.	"	1899	24	Coupon bonds (no Mort.).....	809,400	6	Jan. & July.	Boston.	75-'80	95 1/2
1st Mortgage, guar. by Erie.....	5,000,000	7 " "	New York.	1895	....	Chesler Creek:						
Mass. T. (Sec'd by \$1,000,000 Bds.)	3,000,000	7 " "	"	1890	....	1st Mortgage guar. by F. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....
Boston and Lowell:												
1st Mortgage.....	500,000	6 April & Oct.	Boston.	1879	85							
Bonds of 1873 for \$1,000,000.	558,000	7 " "	"	1892	103 1/2							



An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction: 1st Mort. for \$1,900,000 skg fund Chester and Tamaroa: 1st Mortgage.....	600,000	7	May & Nov.	St. Louis.	1877	...	Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed..... 2d Mortgage guaranteed.....	\$500,000 1,500,000	7	June & Dec. Jan. & July.	New York. "	1892 77-78	....
Chester Valley: 1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cinc. Richmond & Fort Wayne: 1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
Chicago and Alton: 1st Mortgage, pref. sinking fund. 1st Mortgage..... 2d Mortgage Income..... 1st Mort. (St. L. & C.) assumed 2d Mort. ("")	250,000 2,400,000 1,100,000 584,000 188,000	7 7 7 7 7	May & Nov. Jan. & July. April & Oct. Jan. & July.	New York. " " "	1877 1883 1883 1884 1888	102 106 97 91 ...	Cincinnati, Sandusky and Cleve.: 1st Mortgage (C. S. & C.)..... 1st Mort. (San. Day. & Cin.) S.F. 1st Mort. (San. City and Ind.) Cincinnati and Springfield: 1st Mortgage for \$2,000,000 (guar.) Cincinnati and Terre Haute: 1st Mort. (Ind. Div.) for \$6,000,000 Cincinnati, Wabash and Michs: 1st Mortgage for \$16,000 p. m. Clev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund..... 1st Mort. (C. C. and C. R. R.) 1st Mort. (Bell. and Ind. R.R.) Clev. & Mahoning A. & St. Wm.): 1st Mortgage 1883..... 3d Mortgage (sinking fund) 1886 1st Mort. (Branch) 1883..... Clev., Mt. Vernon and Delaware: 1st Mortgage gold..... Cleveland and Pittsburg (Pa. Co.): 2d (now 1st) Mortgage guar..... 3d (now 2d) Mortgage guar..... 4th (now 3d) Mortgage guar..... Consol. sinking fund guar.....	1,067,421 488,000 350,000 1,200,000 2,000,000 2,000,000 272,000 513,000 650,000 437,800 71,000 1,500,000 790,500 1,388,000 1,000,000 525,000	7 6 7				



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	1,170,000	8	Jan. & July.	New York.	1891	79	1st Mortgage.	\$477,683	7	May & Nov.	Boston.	1891	89
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	300,000	8	June & Dec.	New York.	1890	79	1st Mortgage gold.	250,000	6	April & Oct.	Baltimore.	1900	....
2d Mortgage.	300,000	8	Jan. & July.	New York.	1891	79	Galea & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.	1,755,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation).	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase.	135,000	6	Jan. & July.	"	1878	....
1st Mortgage (D. & M.R.R.) conv.	2,000,000	8	May & Nov.	New York.	1876	....	Mississippi Bridge.	200,000	7	"	"	1884	....
2d Mortgage.	1,000,000	8	Jan. & July.	New York.	1876	....	Georgia (and Banking):						
1st Funded Corp. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures).	651,000	7	Jan. & July.	Augusta.	72-86	....
2d Funded Corp.	375,784	7	May & Nov.	London.	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds.	160,867	6	May & Nov.	London.	1873	....	1st Mortgage gold.	2,000,000	7	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R.R. bonds.	250,000	8	Feb. & Aug.	New York.	1878	....	2d Mortgage gold.	1,000,000	8	Jan. & July.	"	1892	....
Detr. & Pontiac R.R. bonds.	250,000	8	Feb. & Aug.	New York.	1880	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.):							1st Mortgage.	225,000	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1886.	924,000	7	Feb. & Aug.	New York.	1876	97	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free.	4,000,000	7	Jan. & July.	New York.	1899	....
1st Mortgage tax free.	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free.	4,000,000	7	April & Oct.	"	1899	....
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees.	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees.	500,000	8	March & Sept.	"	1879	100
Dunkirk, Warren & Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.	1,100,000	7	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.	2,500,000	6	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500.	1,310,000	6	"	"	....	....
1st Mortgage Jan. 1, 1888.	1,500,000	7	Jan. & July.	New York.	1903	....	Postal & Military b'ds \$1,200,000.	6,000,000	6	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,385.	14,191,675	6	Jan. & July.	"	....	....
1st Mort. end. \$18,000 p.m. by Ala.	....	8	Jan. & July.	"	1890	....	2d Preference Bonds \$1,086,765.	5,428,325	4	"	"	....	....
East Brandywine & Wayneburg:							Provincial Debenture \$3,111,500.	15,557,500	....	"	Ottawa.	....	....
1st Mortgage.	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.	35,000	8	"	"	1873	....	Perpetual Debentures Stock.	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.	1,884,117	4	"	"	72-73	....
1st Mortgage, guaranteed.	490,000	7	March & Sept.	Philadelphia.	1883	101	Common ( " ) Bonds.	2,083,923	6	May & Nov.	"	73-76	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.	2,062,087	5	April & Oct.	"	77-78	....
1st Mortgage.	870,000	6	Jan. & July.	New York.	76-80	....	Common ( " ) Bonds.	4,867	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common ( " ) Bonds.	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.	1,425,544	7	Jan. & July.	New York.	181-86	....
1st Mort., sks fund for \$3,500,000.	2,519,000	7	Jan. & July.	New York.	1890	9914	1st Mortgage not guaranteed.	376,769	7	"	"	181-86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.	383,000	6	Jan. & July.	London.	1872	....	1st Mortgage.	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-74.	150,000	6	Feb. & Aug.	Boston.	1874	96	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Loan of 1866-78.	160,000	8	April & Oct.	"	1885	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-78.	500,000	8	March & Sept.	"	1888	91	1st Mortgage.	675,000	7	May & Nov.	New York.	1898	864
Loan of 1869-78.	1,000,000	8	May & Nov.	"	1889	90	2d Mortgage.	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-78.	1,500,000	7	"	"	1892	98	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.	1,000,000	7	May & Nov.	New York.	1890	874
1st Mortgage.	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.	280,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.	150,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	71-77	85
1st Mortgage, convertible.	4,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.	1,500,000	6	"	"	187-88	....
Elmira and Williamsport (N. Can.):							Six years Mortgage bonds (22m).	5,000	10	"	"	1872	....
1st Mortgage guaranteed.	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Five years' notes (277 m.).	139,300	8	Various	"	1874	....
Income Mortgage guaranteed.	570,000	8	April & Oct.	"	1872	59	Fifteen years' bonds (277 m.).	3,476,000	8	March & Sept.	"	1885	834
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m.).	600,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.	2,485,000	7	May & Nov.	New York.	1897	104	1st Mort. (K. City & Cam. R.R. 55m).	1,200,000	10	Jan. & July.	"	1886	99
2d Mortgage convertible.	2,174,000	7	March & Sept.	"	1879	103	General Land Mortgage (277 m.).	1,134,100	7	April & Oct.	"	1888	105
3d Mortgage.	4,582,000	7	"	"	1883	96	General Mortgage conv. (277 m.).	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.	2,987,000	7	April & Oct.	"	1890	91	Harlem Extension:						
5th Mortgage convertible.	709,500	7	June & Dec.	"	1888	97	1st Mortgage.	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage.	152,600	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Stirling Loan (\$1,000,000) conv.	4,437,470	6	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Consol. Mort. for \$80,000,000, 2d	12,076,000	7	"	N.Y. & London.	1920	95	Hartford and New Haven:						
Convertible bonds.	8,060,000	7	"	"	....	....	1st Mortgage.	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
1st Mortgage of 1871.	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m. sks fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Elmsburg (Penn.):							1st Mort. (Conn. 36.04 m. sks f. d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.	372,600	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (Pa. & M.):						
2d Mortgage.	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free.	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,039,000	7	Jan. & July.	"	1895	....	Holyoke and Westfield:						
Equipment Mortgage.	600,000	7	April & Oct.	"	1890	....	1st Mortgage.	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Mex.):							Houston:						
Bangor City Bonds (1st m. 55 m.).	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....	1st Mortgage sinking fund.	191,000	7	Jan. & July.	Bkpt. & Bost.	1877	....
1st L.M. & 1st on 19, 42d on 55m)	2,000,000	6	March & Sept.	"	1899	87	2d Mortgage.	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) sks fund	1,000,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1889	....	1st Mortgage L.G. sks fund gold.	6,520,000	7	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (L.G. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.	750,000	7	May & Nov.	New York.	1900	....	Hudson Connecting (N.Y. & O.M.):						
Fall River, Warren & Providence:							1st Mortgage gold.	400,000	7	May & Nov.	New York.	1902	....
1st Mortgage.	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top (Pa.):						
Flint and Pere Marquette:							1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890	104
Land Mort 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1890	....	2d Mortgage.	267,500	7	Feb. & Aug.	"	1875	854
2d series (92,748 a.).	221,000	7	Jan. & July.	"	1887	....	3d Mortgage (Consol.)	1,251,000	7	April &gt			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1889.	\$1,600,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	" "	1897	....	Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	" "	1890	99
1st Mortgage ( " ) of 1889	1,566,000	7	June & Dec.	" "	1899	....	Consol. coupon July 1, 1870.	1,000,000	7	Jan. & July.	" "	1890	90
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.	235,000	7	April & Oct.	" "	1882	....
1st Mortgage.	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	" "	" "	1899	89
1st Mortgage.	2,000,000	7	March & Sept.	" "	1916	....	Sunbury July 1, 1854.	500,000	7	Jan. & July.	" "	1874	....
1st Mortgage.	1,000,000	7	April & Oct.	" "	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	" "	" "	1880	99
2d Mortgage.	1,000,000	7	" "	" "	1900	....	3d Mort. Oct. 1, '87	1,000,000	7	April & Oct.	" "	1892	97
Equipment Mortgage.	500,000	8	Jan. & July.	" "	1881	....	Skgs Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	" "	1886	....
1st Mortgage gold.	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
Iowa Falls & Sioux City (Ill. Cen.):	2,960,000	7	April & Oct.	New York.	1917	....	2d Mort. Oct. 31, 1857	2,693,000	7	" "	" "	1877	97
1st Mortgage guaranteed.	2,960,000	7	" "	" "	1917	....	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	" "	1882	95
1st Mort., \$16,000 guar.		8	Feb. & Aug.	New York.	1900	....	Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	....
Ironton (Penn.):							Mort. April 1, 1888	3,000,000	7	April & Oct.	" "	1898	98
1st Mortgage.	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	" "	" "	1887	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	" "	" "	1887	....
1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1886	100	1st M. July 1, '68 (K. & Gr.R.)	840,000	8	" "	" "	1883	95
2d Mortgage.	500,000	8	March & Sept.	" "	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mortgage.	940,000	8	May & Nov.	" "	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	" "	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philad. Iphn.	1895	....
James'n & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.	335,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.	500,000	7	June & Dec.	" "	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	55
1st Mort. (Hawley Section).	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. ( " )	94,000	7	" "	" "	1889	....	1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section).	2,000,000	7	" "	" "	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	3,516,000	6	June & Dec.	" "	1898	94
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	" "	1910	101
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....	1st Mortgage gold.	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage.	1,474,000	6	May & Nov.	New York.	1883	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.	500,000	6	Jan. & July.	" "	1894	....
1st Mortgage, guaranteed.	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.	3,000,000	6*	Jan. & July.	N. Y. & Bos.	1900	31
1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.	5,000,000	7	April & Oct.	" "	1900	25
2d Mortgage.	795,000	7	March & Sept.	" "	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.).	250,000	7	June & Dec.	" "	1884	....	1st Mortgage, guaranteed.	771,500	7	April & Oct.	Philadelphia.	1877	99
Junction, Philadelphia:							Logansport, Crawf. & S'wain Ind.						
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882	88	1st Mortgage gold.	1,500,000	8*	F. M. & A. N.	New York.	1900	99
2d Mortgage not guaranteed.	300,000	6	April & Oct.	" "	1900	....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware.	400,000	1	Jan. & July.	New York.	1890	....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892	95
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line.	500,000	6	Jan. & July.	New York.	1875	93
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).	175,000	7	Feb. & Aug.	" "	1890	....
Kalamazoo & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.).	150,000	6	May & Nov.	" "	1893	....
1st Mortgage guar. by lessees.	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage.	775,000	7	" "	" "	1899	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " )	150,000	10	" "	" "	1878	....	2d Mortgage for \$1,000,000	346,000	8	April & Oct.	" "	1900	....
1st Mort. (St. Jo. & CR. 78 m.) ev. l. fr.	1,400,000	10	March & Sept.	" "	1892	....	Louisville and Nashville:						
2d Mort. ( " )	539,500	8	June & Dec.	" "	1874	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	73-76	91
1st Mort. (Mo. Valley 130 m.).	1,500,000	7*	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph. Br. 46.37 m.).	139,000	7	May & Nov.	" "	72-75	....
1st Mort. ( " )	1,000,000	7*	" "	" "	1893	....	1st Mort. (Let. Br. Ext. 73.2 m.).	88,000	7	" "	" "	70-86	....
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	" "	1892	....	Consol. M. for \$5,000,000 (392 m.).	6,647,000	7	April & Oct.	" "	1898	92
Kansas City & Santa Fe (L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	" "	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	78-91	....
1st Mort. (2d Div. 253.94 m.) gold	4,098,000	6*	June & Dec.	" "	1896	89	1st Mortgage not guaranteed.	100,000	7	" "	" "	1890	....
1st M. (3d Div. 244.60 m. & 3.0 0.900 m.)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102	Macon and Brunswick:						
1st Mortgage (1,000,000 acres).	245,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage (2,000,000 acres) gold	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....	2d Mort.	600,000	7	May & Nov.	" "	1900	....
2d Mortgage on do. gold.	1,500,000	7*	March & Sept.	" "	1886	....	2d Mortgage.	1,100,000	7	April & Oct.	" "	1883	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	96	Equipment Mortgage.	150,000	7	" "	" "	1879	....
2d Mortgage (Gov't Subsidy).	6,903,000	6	Jan. & July.	U. S. Treas.	95-97	....	Macon and Western:						
3d Mortgage (Income).	4,275,350	7	March & Sept.	" "	1916	....	1st Mortgage of Oct. 1870.	150,000	7	April & Oct.	" "	1890	....
Kent County (Del.):							Maine Central:						
1st Mortgage for \$800,000.	400,000	6	Jan. & July.	Philadelphia.	1880	35	Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oc.	Boston.	1912	109
Kentucky Central:							\$1,100,000 Loan, tax free.	746,300	7*	Jan. & July.	" "	1898	94
2d Mortgage (Cov. & Lex.) 1883.	844,000	7	March & Sept.	New York.	1883	....	Bangor (P. & K.) Loan.	514,000	8	April & Oct.	" "	187	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1888	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayeville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N. J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,800,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1897	....
1st Mortgage (E. D. V. \$15,000 p.m.)	.....	8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$500,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....	New H. Middle't'n & Willman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	111	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	95 1/2	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	98	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.....	500,000	8	March & Sept.	"	1879	100 1/2	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey See United Company's						
2d Mort. ( " ) guar.....	70,000	8	"	"	1889	....	New Jersey Midland (N. Y. & O. M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.):							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	8*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000.....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77 1/2	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	86	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
2d Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	103 1/2	N. Orleans Extension, 1870, go'd	1,504,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	96 1/2	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. & T. 227 m) skg fd.....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....	2,825,000	8	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La.....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$15,000 p.m.....	.....	8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	90 1/2
Mineral Point:							Bonds for debts as'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. - tocks ( " )	592,000	6	"	"	1883	91
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	87 1/2
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed ( " )	2,900,000	6	June & Dec.	"	1887	91 1/2
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " ) S. F. ....	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of 71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899-71	....	Consol. Mort. for \$40,000,000.....	.....	7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,800,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	"	181-93	....	1st Mortgage.....	1,069,500	7	April & Oct.	New York.	1875	100
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m. ....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.	.....	7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Teb. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000.....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74 1/2	....	1st Mortgage gold, \$35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	....	1st Mortgage of Sept. 1, 1869.....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & L.):							Perth Amboy & Woodbr.(C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	841,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 m.)...	800,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	94 1/2	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	....	Mortgage Loan of 1867, conv.....	98,000	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	5,529,000	7	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	90 1/2
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
2d Mortgage, (W. Div.).....	438,000	7	Jan. & July.	"	1874	79	Mortgage Loan of 1836 stg.....	182,400	5	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	978,800	6	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,600	7	"	"	1880	....
Oil Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	97
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Consolidated	3,414,000	7	"	"	1911	99 1/2
1st Mortgage (War. & Philn.).....	590,000	7	April & Oct.	"	1882	83	Mortgage	7,000,000	6	"	Phil. or Lond.	1911	93
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	68	Gold or stg coup.	624,000	6	"	"	1911	97 1/2
Old Colony and Newport:							June 1, 1871.	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	98 1/2	Dollar coupon.....	2,305,030	7	Jan. & July.	"	1893	99
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97 1/2	New debent. loan, conv.....						
Plain Bonds.....	1,460,000	7	Feb. & Aug.	"	1877	100 1/2	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible....	345,000	6	Jan. & July.	Philadelphia.	1894	111 1/2
1st M. land grant, gold \$16,000pm	1,000,000	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1878	95
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	86 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74 1/2
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	89	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	70
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	79 1/2	1st Mort. (Ct. & Newk's 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	77 1/2	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	90
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.....	1,000,000	6	"	"	1886	....
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106 1/2
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	98 1/2
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	8	Feb. & Aug.	New York.	1887	....		2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	84	2d Mortgage (Series M).....	860,000	7	Jan. & July.	"	1912	98
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	75	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1885	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	100
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,000,000.....	7	Jan. & July.	....	1901	....	
1st Mortgage gold for \$2,505,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Port Huron & Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000	7	May & Nov.	New York.	1889	80	
1st Mortgage, stg £19,350.....	93,847	7	April & Oct.	London.	1875	....	Portland & Ogdensburg (Me. & N.H.):						
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....	1st Mort. (Maine Section) gold.....	800,000	6	Jan. & July.	Boston.	1900	....
Paris and Decatur:							Consol. Mort. gold, for \$3,300,000	6	May & Nov.	"	1901	....	
1st Mortgage gold.....	1,200,000	7	Jan. & July.	New York.	1901	....	Portland and Ogdensburg (Vt.):						
Paterson and Newark (Erie):							1st Mortgage gold, for \$2,300,000	6	May & Nov.	Boston.	1891	....	
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Oxford Central:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage of 1883.....	2,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	Portland and Rochester:						
Pemberton & Hights (U.C. of N.J.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & N. York (N.J.S.):							2d Mort. (Supt. 1, 1871 for \$450,000)	7	March & Sept.	"	1891	....	
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	Port Royal (S. C.):						
Peninsular Railway:							1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Poughkeepsie and Eastern:						
Pennsylvania:							1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	99 1/2	Providence and Worcester:						
2d Mortgage ( " " ).....	2,584,000	6	April & Oct.	"	1875	95	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage ( " " ).....	2,282,240	6	"	London.	1875	....	Quincy, Alton and St. Louis:						
General Mortgage (comp. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
State lien for \$17,500,000, skg fd	5,758,906	5	April & Oct.	Harrisburg.	72-'90	....	Quincy and Toledo (T. W. & W.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91 1/2
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
1st Mortgage.....	380,000												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis: 1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	Sioux City and Pacific: 1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdenab.: 1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	Somerset (Me. Central): 1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potadam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina: 1st Mortgage Sterling.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
Consolidated Mort. Skg Fund...	524,500	7	"	"	"	"	1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
Rondout and Oswego: 1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.): Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	79	Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	93	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Saint Croix and Penobscot: 1st Mort. (Cal. & Basing).....	95,700	6	Jan. & July.	Calais, Me.	1879	....	Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (special) Bonds.....	71,250	7	various.	"	'72-'76	....
Calais Loan (Lewey's Island)...	130,000	8	June & Dec.	"	1876	....	South Florida: 1st M. endor. by State \$16,000pm	.....	8	"	"	"	"
St. Joseph & Denver City: 1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	South Georgia & Florida (A. & G.): 1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	....	2d Mort. " " " "	200,000	7	"	"	1889	....
St. Louis, Alton and Terre Haute: 1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	100	South Mountain Iron (Cumb. Val.): 1st Mortgage guaran ced.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	81	South and North Alabama: 1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.): 1st Mortgage gold, assumed ....	7,189,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	70	South Shore (Mass.): 1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Side (L. I.): 1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
St. Louis, Coun. Bluffs & Omaha: 1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side, Va. (A.M. & O.): 1st prefer'd bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
St. Louis and Iron Mountain: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92	2d prefer'd bonds.....	617,000	6	"	"	'84-'90	65
St. Louis, Jackson & Chic. (C. & A.): 1st Mortgage Mar. 1, 1864 g-ar.	2,929,000	7	April & Oct.	New York.	1894	02	3d prefer'd bonds.....	448,500	6	"	"	'84-'90	....
2d Mortgage May 1, 18 8 guar.	548,000	7	Jan. & July.	"	1898	....	Southern Central: 1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Kansas City & North: 1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	580	Southern Iowa and Cedar Rapids: 1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific): 1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota: 1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'83	....
St. Louis and South Eastern: 1st Mort. gold skg fund conv.....	2,280,000	7	May & Nov.	New York.	1894	....	2d Mortgage, lan. grant.....	3,000,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f d, con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific: 1st Mortgage gold for \$28,000,000.	5,750,000	6*	"	"	"	"
St. Louis and St. Joseph: 1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	Southern Pennsylvania: 1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
St. Louis, Van & T. H. (T.H. & L.): 1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	"	"	1880	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.): 1st Mortgage, various conv.....	391,000	7	various.	Macon.	'72-'86	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	1st Mortgage (Muscoogee) conv...	300,000	7	"	"	'72-'76	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Spartanburg and Union: 1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Chicago (M. & St. P.): 1st M. land gr. gold skg f d endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
St. Paul and Pacific 1st Division: 1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield & Illinois S. Eastern: 1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	"	"	1900	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	Springfield and Northwestern: 1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
General Mort. (R. R. & Lands): General Mort. (R. R. & L'ds) skg	2,020,000	7*	Jan. & July.	"	....	....	Staten Island: 1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st M. (W. Line) R. R. & Lands:	6,000,000	7	"	"	....	....	Sterling Mountain: 1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
2d M. (W. Line) R. R. & Lands:	3,000,000	7	"	"	....	....	Sullivan (Verm. Central): 1st Mortgage.....	609,000	6	Jan. & July.	Boston.	1875	....
St. Paul and Sioux City: 1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	Sullivan and Erie: 1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
St. Paul, Stillwater & Taylor's F.: 1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	Summit Branch: 1st Mortgage.....	171,000	6	Jan. & July.	Philadelphia.	1875	90
Salem (W. Jer.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sunbury and Lewiston: 1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Salem and Lowell (B. & L.): 1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Superior and St. Croix: 1st Mortgage, \$16,000 p. m.....	.....	8	"	"	"	"
Sand, Mansfield & Newark (C. & O.): 1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Superior and Northwestern: 1st Mortgage, \$16,000.....	.....	8	"	"	"	"
San Fran., Oakland & Alameda: 1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Suspens. Brid. & Erie June (Erie): 1st Mortgage.....	1,000,000	7	"	"	"	"
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sussex (N. J.): 1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Savannah and Charleston: 1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Swedesboro (W. Jer.): 1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	Syracuse, Bing. & N. Y. (D.L. & W.): 2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	1st Mortgage.....	270,000	7	June & Dec.	"	1887	....
Savannah, Griffin & North Ala.: 1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Syracuse and Chenango Valley: 1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Savannah and Memphis: 1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Schenectady & Susq. (D. & H. Can.): 1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	Terre Haute & Indianapolis: 1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Seaboard and Roanoke: 1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....	Toga: 1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Selma and Gulf: 1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	86
Selma, Marion and Memphis: 1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	2d Mortgage (W. Div.) 117 m...	1,900,000	7	Feb. & Aug.	"	1896	50
Selma, Rome and Dalton: 1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	77
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	76
Equipment Mortgage.....	230,000	10	"	"	1881	....	Consol. Mort. 227 m. \$4,500,000.	1,406,000	7	May & Nov.	"	1910	86
Shamokin Valley & Pottav. (N. O.): 1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	86
Sheboygan and Fond du Lac: 1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage guaranteed.....	80,500	7	"	New York.	1888	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	Troy & Bennington (T. & ): 1st Mortgage skg fund, nar...	100,500	7	Jan. & July.	Troy.	1878	....
Shenango and Allegheny: 1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	Troy and Boston: 1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Shenango Valley (Ct.): 1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
Shore Line (N. Y. & N. H.): 1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	650,000	7	May & Nov.	"	1875	....
Sioux City and St. Paul: 1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	Convertible Bonds.....	945,000	7	"	"	1882	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....							



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	93	1st Mortgage	\$400,000	8	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie. W. & St. L. 167 m.)	2,600,000	7	"	"	1890	....	1st Mort. endor. by Balt.	200,000	6	"	"	1890	97
1st Mort. (Gt. W. R. R. W. D. 100m)	4,000	10	April & Oct.	"	1898	....	2d Mort.	300,000	6	"	"	1890	96
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1888	92	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	83
1st Mort. (Quincy & Tol 34 m.)	300,000	7	May & Nov.	"	1882	91	2d Mortgage preferred.	600,000	6	"	"	1896	70
1st Mort. (Ill. & So. Iowa 42 m.)	1,000,000	7	Feb. & Aug.	"	1875	82	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	95
2d Mort. (Tol. & Wabash 75 m.)	1,500,000	7	May & Nov.	"	1875	....	Western Pacific (Gen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.)	2,500,000	7	"	"	1893	83	1st Mortgage assumed, gold....	2,735,000	6*	Jan. & July.	New York.	1899	92
2d M. (Gt. W. Rwy of '59, 181m.)	900,000	7	"	"	1883	75	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage (main line 67 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	"	"	1900	82	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Troy, Salem & Rutland (R. & Bar.):							Western Union (M. & St. P.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	1st Mortgage for \$5,000,000....	3,275,000	7	Jan. & July.	New York.	1895	....
Troy Union (and Depot):							West Jersey:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Loan of Mar. 1, 1863 gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	90
Tuckerton:							Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	West Wisconsin:						
Union Pacific:							1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bos.	'96-'99	75	Whitehall & Plattsburg (M. & P.):						
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	....	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1898	....
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1899	68	Wicomico and Pocomoke:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	53	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Omaha Bridge B'ds, etc. \$250,000.	2,500,000	8*	April & Oct.	London.	1896	....	Williamston and Taboro':						
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	76
Union Pacific, S. Br. (M. K. & T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899	....	1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Wilmington and Reading:						
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	99
Sinking	1,268,080	6*	Jan. & July.	London.	1880	....	2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	83
Loan of 1875 (Joint Companies)	675,096	6*	April & Oct.	Philadelphia.	1875	98	Wilmington and Weldon:						
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1883 ("	450,000	6	"	"	1878	....	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	90	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1899	90
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	89	Wilmington and Western (Del.):						
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Sterling Loan \$369,200	1,844,000	6*	March & Sept.	London.	1894	....	Winona & St. Peter (C. & N. W.):						
Sterling Loan \$369,000.....	1,800,000	6*	"	"	1894	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	82
Loan of 1888	154,000	6	"	"	1888	....	2d Mortgage \$12,000 p. m.....	1,565,000	7	May & Nov.	"	1890	....
Bond to State of New J. (N.J.Co)	103,000	7	Feb. & Aug.	New York.	1887	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of N. Jer. (U.Co's)	600,000	7	"	"	1887	....	Wisconsin Central:						
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....	1st M. L. G. gold S. F. \$25,000pm		7*	Jan. & July.	Boston.	1901	....
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Utica, Chen. & Susq. Val. (D. & H.C.):							Worcester and Nashua:						
1st Mortgage.....	....	7	"	"	....	....	Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	"	"	1890	....
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	CANAL BONDS.						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	21	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	71	Chesapeake and Ohio:						
1st Mort. (Stan. Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	"	1887	67	Maryland Loan sinking fund...	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Guar. Stock (Vt. & C. & R.R.)	795,500	8	June & Dec.	"	80	....	Sterling Loan guaranteed.....	4,375,000	6*	"	London.	1890	....
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	77-79	....	Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	112
Equipment Mortgage.....	1,000,000	8	"	"	1889	79	Delaware Division (L.C. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	89
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92	Delaware and Hudson:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	99	1st Mort. - 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Vermont Valley (Rutland):							gaged - 2d series, July 1, 1869.	5,500,000	7	Jan. & July.	"	1894	102
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	gaged - 3d series, Jan. 1, 1871.	5,000,000	7	"	"	1891	101
1st Mortgage.....	114,000	6	"	Boston.	1880	....	Delaware & Bayview Sea U'd Co's.						
2d Mortgage.....	293,200	6	"	New York.	1859	....	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							Mortgage Loan reg.....	6,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
General	1st series (red).....	7	Jan. & July.	Philadelphia.	1890	....	Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	"	1897	90
2d series (blue).....	850,000	7	"	"	1890	....	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	"	1897	88
3d series (black).....	164,000	7	"	"	1890	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	92
4th series (not end.).....	1,273,000	7	April & Oct.	"	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	70
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	Monongahela Navigation:						
Vineyard:							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	Morris (and Banking):						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	94
1st Mortgage.....	494,000	6	Jan. & July.	N.Y. & Lynch.	1873	95	2d Mortgage.....	285,000	6	"	"	1878	93
Enlarged Mortgage.....	990,000	6	"	"	1884	76	Boat Loan, sinking fund.....	228,965	7	"	"	1885	90
4th Mortgage.....	846,000	8	March & Sept.	"	1900	88	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1897	....
Registered Certificates.....	123,208	8	Jan. & July.	"	71-75	....	Pennsylvania:						
Funded Interest.....	204,200	8	"	"	1880	....	1st Mortgage skg fund guar....	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
Income Mortgage (fundable).....	112,500	8	"	"	1866	....	1st Mortgage (Wy. Val. Can.)...	600,000	6	"	"	1878	....
Wallkill Valley (Erie):							1st Mortgage (Erie Canal).....	743,654	7	"	"	1896	....
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910	....	Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1873	....
Ware River (Vt. Cen.):							Schuylkill Navigation (Ph. & Rdg.)						
1st Mortgage gold, for \$750,000...	462,000	6*	June & Dec.	New York.	1890	....	1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
Warren (D. I. & W.):							2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	71
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	Plain Bonds.....	85,222	6	"	"	1876	70
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	"	1900	....	Improvement bonds.....	302,500	6	May & Nov.	"	1870	80
Warren & Franklin (O.C. & AllR.):							Boat and Car Loan.....	766,650	6	"	"	1888	75
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	83	Boat and Car Loan.....	628,100	7	"	"	1889	85
Warwick Valley (Erie):							Coupon Bonds.....	1,079,000	6	Jan. & July.	"	1895	71
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	Susquehanna (S. & Tide Water):						
Washington and Ohio:							1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	74
1st Mortgage gold, \$9,000,000.....	....	7*	April & Oct.	New York.	1891	....	2d Mortgage.....	700,000	6	"	"	1895	....
Westertown & Rome (R. W. & O.):							3d Mortgage etc.....	874,000	6*	"	London.	1878	....
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	....	Tide-Water (Susq. & Tide-W.):						
Westchester and Philadelphia:							1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	....	2d Mortgage.....	300,000	6	"	"	1885	....
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	103	3d Mortgage.....	437,000	6	"	"	1878	....
Western of Alabama:							Union:						
1st Mortgage (Western R.R.)...	800,000	8	April & Oct.	New York.	1888	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	West Branch and Susquehanna:						
1st Mortgage (consols guar.).....	1,146,000	8	"	"	1900	....	1st Mortgage.....	460,000	6	Apr. & Oct.	Philadelphia.	1878	....
Income Mortgage.....	513,400	....	"	"	....	....	2d Mortgage.....	298,000	6	May & Nov.	"	1888	....



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

For entries occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Years ending	Railroad			Rolling Stock			Property and Assets			Abstract of General Balance Sheet			Operations			Earnings			Value of Shares			
				Cars																		
	Branch Line.	2d Track and Sidings	Railroad in progress.	Engines.	Pass.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Market.
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Tons.	\$	\$	\$	\$
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Dec. 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Sept. 30, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
May 31, 1872	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100						



[illegible]







[illegible]



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

as used (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained." Land and Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Rolling Stock.		Railroad.		Main Line.		Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Freight.		Comp. Co.		Property and Assets.		Liabilities.		Abstract of General Balance Sheet.		Operations.		Earnings.		Value of Shares.																																																																							
Cars.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.																																																																					
M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.																																																																					
M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.		M. M. E.																																																																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

[illegible]



[illegible]



## PREFERRED & GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus  
(†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
At'antic and Great Western, pref....	10,000,000	p c	p c	p c.
Atlantic, Mississippi and Ohio, pref....	806,000	7	...	...
"    "				

**WHOLESALE PRICE CURRENT.**

**IRON**—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 27 per ton; Polished Sheet, 3 cents per lb.; Galvanized, \$4; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Fig, Scotch-Coltless.....	per ton	51	@	—
Gairsherrrie.....		49	@	50
Glenarnock.....		46	@	47
Eglinton.....		—	@	45
Fig, American, No. 1.....		42	@	43
Fig, American, No. 2.....		33	@	35
Fig, American, Forge.....		29	@	—
Bar, Refined, English and American.....		—	@	—
Bar, Sweden, assorted sizes..... (gold).		—	@	137 50

—STORE PRICES.—

Bar, Swedish, 1½ x ¼ & 1½ x ⅜ & 1¾ x 1	\$1.75	@	--
do 5½ x 1 to 2 & 2½ to 6 x 1 & 1½ x 1	--	--	--
Bar, Refined, 1 to 2 in. rd. & 1 to 6 inch x 1 to 1 in.	82 50	@	85 --
Bar Refined, 1½ to 6 by ½ & 5-16 in.	87 50	@	--
Bar Refined, 1 & 1½ by ½ & 5-16.	90	--	--
Large Rounds, 2½ @ 2½ to 3½ @ 4 in.	92 50	@	107 50
Scroll.....	102 50	@	135 --
Cable and Half-round.....	110	--	--
Rails, B&O, in. by 3-16 to No. 12.....	102 50	@	105 --
Floor, Shod.....	117 50	@	--
Rods, 1½ to 1½ by 1½ by 1½ by 1½ by 1½	92 50	@	135 --
Hoop, ½ by No. 22 to 1 & 1½ by 1½ & 1½	120	--	--
Nail Rod..... per lb.	9	@	--
Sheet Russia, as to assortment.....(gold)	18	@	18 ½
Sheet, Single, D. and T. Common.....	54	@	7
Sheet, Doubles and Trobles, Charcoal.....	7	@	8 ½
Sheet Galvanized.....	Last 10	@	per ct. disc.
Rails, English.....(gold)..... per ton.	62	--	@ 63 --
Rails, American, at Works in Penna..c'y.	70	--	@ 75 --
Anvils (Eagle)..... per lb. currency.	9	@	--

**STEEL**—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb.	181	@	23
English, Spring (2d and 1st quality).....	91	@	101
English Blister (2d and 1st quality).....	14	@	183
English Machinery.....	-	@	14
English German (2d and 1st quality).....	124	@	114
American Bilster.....	-	@	114
American, Cast, Tool.....	-	@	17
American, Cast Spring.....	-	@	11
American Machinery.....	114	@	12
American German Spring.....	9	@	-

**NAILS—DUTY:** Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 6 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....	per keg.	—	@	4 75
6d. and 9d.		—	@	5 —
6d. and 7d.		—	@	5 25
4d. and 5d.		—	@	5 50
3d.		—	@	7 —
2d. and 3d. Fine.....		—	@	8 75
Cut Spikes, all sizes.....		—	@	5 —

**TIN—DUTY:** Pig, Bars and Block, **FREE**; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca.....	(gold). per lb.	—	@	—	34
Straits.....	(gold).	—	30	@	27
English.....	(gold).	—	@	—	20
Plates—Fair to good brands.....	Gold.....	—	—	—	—
I. C. Charcoal...per box.	9 75 @10	11 25	@	11 75	
I. C. Coke.....	8 — @ 8 50	9 25	@	9 75	
Coke Terne.....	7 — @ 8 25	8 25	@	9 25	
Charcoal Terne.....	9 50 @11	11 —	@	11	

**PETROLEUM—DUTY:** Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk) .....	51@	--	--
Crude 40@47 gravity (in shipping order)..	101@	--	11
Refined, Standard White (in ship'g order).	17	@	--
Refined, S. W. (in jobbing lots).....	174@	--	17
Refined, S. W. (in tin) .....	21	@	--
Naphtha, Refined (65@73 gravity).....	94@	--	10
Residuum.....(in shipping order).per gall.	10	@	--

**COPPER**—Duty: Pig, Bar and Ingot, 5; Old Copper, 10 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	@	38
Copper, Bolts	@	40
Copper, Braziers' (over 16 oz.)	@	40
Copper, Nails	@	45
Copper, Old Sheathing, &c., mixed lots.	22 @	23
Copper, American Ingot.	24 @	24
Copper, English Pig.	@	
Yellow Metal, New Sheathing & bronze.	@	27
Yellow Metal, Bolts.	@	32
Yellow Metal, Nails, Sheathing & Slatine.	27 @	30

**LEAD—DUTY:** Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.c. Spanish (ordinary) (old) per 100 lb. — @ 7

Spanish Ordinary.....	gold per 100 lb.	@ 7
German Ordinary.....	(gold)	@ 7
English.....	(gold)	@ 7
Bar.....		@ 9 25c
Pipe.....		@ 10 50c
Sheet.....		@ 10 50c
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16c.		prill
Tatham's Improved Tin-Lined Lead Pipe.....	16c.	

**COAL--DUTY:** Bituminous, 75 cts. per ton of 28 bushels; 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16	—	@18
Liverpool House Cannel.....	21	—	@22
Anthracite (by cargo) ... per ton of 400 lb.	5	50	@ 6

**New York Stock Exchange.**

**Actual Sale Prices for the week ending Oct. 2**

	Th.2	F.S. Sat.4	M.S. Tu.7	W.3
Boston, Hart. & Erie.....	1½	2	2	1½
Ontario Co.....	.....	.....	.....	.....
Central Pacific Co.....	88½	93	93	94
Central of N. Jersey.....	90½	93	95	95
Chicago & Alton.....	.....	.....	.....	.....
pref.....	.....	.....	.....	.....
1 M.....	.....	.....	.....	.....
S. F.....	.....	.....	.....	.....
Ind. bds.....	.....	.....	.....	.....
Chicago, Burl. & S.....	.....	.....	90½	.....
8s, 1883.....	.....	.....	110	.....
Chic. & Northwestern.....	41½	45½	45½	44½
pref.....	67	68½	70	71
1st M.....	.....	.....	96	96
S. F.....	.....	.....	.....	.....
Consol.....	.....	.....	86	85½
Chic. Rock Isl. & Pac.....	95	93	94½	96½
Chi. R. I. & P. 7s, 1896.....	98	99	99	100
Chic. Col. C. & Ind.....	73	.....	75	75
Clov & Pittsburg guar.....	80	80½	82	82
2 M.....	.....	.....	82	82
3 M.....	.....	.....	100	.....
4 M.....	.....	.....	86	86
Clev. and Toledo.....	.....	.....	.....	.....
S. F. 7s.....	.....	.....	.....	.....
Col., Chi., & Ind. C.....	22½	24	24	24½
1 M.....	83½	83	83½	83
2 M.....	.....	.....	88	82½
Del. & Hudson Canal.....	106	103	106	107
Del. Lack. & Western.....	87½	92	92	93
1 M. 7s.....	.....	.....	91½	90
3 M. 7s.....	.....	.....	.....	.....
Erie Railway.....	51½	53½	54	47½
pref.....	70½	70	70½	69½
1 M. 7s, 1897.....	.....	.....	.....	.....
2 M. 7s, 1879.....	.....	.....	.....	.....
3 M. 7s, 1883.....	.....	.....	.....	.....
3 M. 7s, 1880.....	91½	.....	.....	.....
4 M. 7s, 1888.....	.....	.....	.....	.....
5 M. 7s, 1888.....	.....	.....	.....	.....
7s, con. gold.....	.....	.....	81	83
Great Western 2d. mort.....	.....	.....	25	25
Hanibal & St. Joseph.....	23½	25½	25	25
pref.....	33½	33	35	.....
8s, conv.....	.....	.....	.....	.....
Hudson River.....	.....	.....	.....	.....
2 M. S. F.....	.....	.....	.....	.....
3 M. 7s, 1875.....	.....	.....	.....	.....
Illinois Central.....	100	100	.....	98½
7s.....	.....	.....	.....	101
Lake Shore & Mich. S'th.....	71½	75	75	77½
Marietta & Cin. 1st pref.....	.....	.....	75	73
2d pref.....	.....	.....	.....	.....
Michigan Central.....	72	79	78½	76½
S. F. 8s, 1882.....	.....	.....	.....	.....
M. S. and N. I. 1 M. S. F.....	.....	.....	.....	111
2 M.....	95	.....	.....	9½
Mariposa Mining Co.....	.....	.....	.....	.....
pref.....	.....	.....	.....	.....
Milw. and St. Paul.....	32½	33½	35½	35
pref.....	55	57	58½	58½
1st mort.....	.....	.....	59½	58
2d mort.....	.....	.....	.....	.....
8s.....	102	102	104	103
7 3-10s con.....	.....	.....	.....	.....
7s, gold.....	85½	86½	88	85
Missouri Co.....	.....	88	85	89½
H. & St. J. 1sa.....	.....	.....	85	85
Morris and Essex.....	87	86	88	88
1st mort.....	101½	102	.....	88
2d mort.....	89	97	.....	.....
N. Y. Cen. & Hud. Riv.....	91	93½	9½	94½
7s, S. F. 1876.....	.....	.....	93½	92
6a, S. F. 1883.....	.....	.....	90½	.....
6a, S. F. 1887.....	.....	.....	.....	.....
N. York and Harlem.....	109½	115	115	119
pref.....	.....	115	115	113
1 M. 7s, 1873.....	.....	.....	.....	.....
N. York, N. Hav. & Hart.....	125	.....	130	130
N. Carolina Co. old.....	.....	.....	128	.....
new.....	.....	.....	.....	.....
Ohio and Miss.....	27½	29½	29½	30
pref.....	.....	.....	63	29
2d M.....	34	77½	79	35
Pacific Mail S. S. Co.....	34	35	36	36
Panama.....	98	97	100	99
Pitta., Ft. W. & Chi. gtd.....	86½	88½	89	90
1 M.....	.....	.....	104	105
2 M.....	.....	.....	98	98
3 M.....	.....	.....	.....	.....
Quicksilver Mining Co.....	.....	22	.....	23
St. L., Alton & T. H.....	.....	.....	.....	.....
pref.....	35	33	.....	.....
1 M.....	.....	.....	.....	.....
2 M. pref.....	.....	79	.....	91
Income bds.....	.....	.....	.....	.....
Tennessee Co. old.....	71½	74	73	74
new.....	73	73	73	74
Tol., Wab. & Western.....	42½	43½	48½	49½
pref.....	.....	.....	49½	45
1 M.....	.....	90	93	.....
2 M.....	.....	.....	.....	.....
2 M. pref.....	.....	.....	.....	75
Equipment.....	.....	.....	82	.....
St. Loh. Div.....	.....	.....	.....	.....
Union Pacific.....	19½	20½	20½	20½
1st mort.....	70½	72	75	77
1st 7s.....	62	62	64	65
Ind. 10s.....	83	83	83	83
Virginia Co. old.....	.....	.....	.....	.....
new.....	.....	.....	48	.....
consol.....	.....	.....	.....	.....
def. conv.....	.....	.....	.....	11



## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

Th.2. F.3. Sat.4. M.6. Tu.7. W.3

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 10-40s, reg.	109	109	109	109	109	109
U. S. 5s, 10-40s, coup.	108	108	108	108	108	108
U. S. 5s, 1881, reg.	108	108	108	108	108	108
U. S. 5s, 1881, coup.	109	109	109	109	109	109
U. S. 6s, 1881, reg.	113	113	114	115	115	115
U. S. 6s, 1881, coup.	113	115	115	114	115	115
U. S. 6s, 5-20s, reg.	108	108	108	108	108	108
U. S. 6s, 5-20s, c. 1862-109	108	108	108	108	108	108
U. S. 6s, 5-20s, reg. '64-107						110
U. S. 6s, 5-20s, c. 1864-109						110
U. S. 6s, 5-20s, reg. '65-107						110
U. S. 6s, 5-20s, c. 1865	110	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65	112	112	113	113	113	113
U. S. 6s, 5-20s, c. n. '65-113	113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '67-112	112	112	113	113	113	113
U. S. 6s, 5-20s, c. 1867-114	114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '68						
U. S. 6s, 5-20s, c. '68-114	114	114	115	114	114	114
U. S. 6s, Pac.R.R. issue-103	110	110	111	111	111	111

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

W.1. Th.2. F.3. Sat.4. M.6. Tu.7

Catawissa preferred	38	38	38	40	40	40
Camden and Amboy						
.. 6s, 1875						
.. 6s, 1883						
.. 6s, 1889						
.. mort. 6s, '89 91				96	96	96
Elmira & Williamsport						
.. pref.						
.. 7s						
Lehigh Navigation	25	25	25	28	28	28
.. 6s, 1884						
.. Gold L.			86	86	86	86
.. R. R. L.						
.. Conv. L. 77						
Lehigh Valley R.R.	56	57	57	58	58	58
.. 6s new coup.				94	94	94
.. 6s new reg.	96	96	96			
Little Schuylkill R.R.				45	45	45
.. 7s						
Minehill	50	50				
Morris Canal						
.. pref.						
North Pennsylvania						
.. 6s, 1880			99			99
.. 7s			99			
.. 10s, 1887						
Northern Central						
Oil Creek & Alleg. Riv. 15	19	19				
.. 7s	68					
Pennsylvania R.R.	47	40	50	49	49	49
.. 1st M.						
.. 2d M.						95
.. Gen. mort.						
.. reg.						
Penn. State 6s, 1st series						
.. 6s, 2d series-102	102	102	102	102	102	102
.. 6s, 3d series						
Philadelphia City, 6s						97
.. new	99	100	100	100	100	101
Philad. Germ. & Nor.	80	82	83			83
Phila. & Reading	50	51	52	52	52	53
Philadelphia and Erie	18			18		
.. 6s						
.. 7s						
Phila., Wilm. & Balt.						
Schuylkill Navigation						
.. pref.						101
.. 6s, 1882				71		
.. 6s, 1876						
.. 6s, 1872				75		
United Co. of N. Jersey-116		116		115	115	
Hestonville, (Horse)				16	17	14
Chestnut & Wal.						59
Green & Conates						
.. 3d and 3d streets				57	57	
Spruce and Pine				25		
13th and 15th sts.						

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

W.1. Th.2. F.3. Sat.4. M.6. Tu.7

Baltimore City 6s, 1875			93	93	93	98
.. 1880						
.. 1884	95	96	96	93	95	9
.. 1900			96			
Balt and Ohio	157		165			164
.. bonds, 1875						
.. 1880						
.. 1886						94
Marietta & Cin. 1st M.			98		93	
.. 2d M.			88	87		79
.. 3d M.			76			78
Northern Central	30	30				
.. bonds, 1885						
.. 1900						
Pittsb. & Connellav. 7s		87	87			90
N. W. Va. 1st mort.						
.. 2d mort.						
.. 3d mort.						
Virginia & Consol.	44	44	45	48	49	49
.. Defer. Certif.			8		10	
City Passenger R.R.						

## Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

Th.2. F.3. Sat.4. M.6. Tu.7. W.3

Boston and Albany	141	143		143	143	
Boston and Lowell						
Boston and Maine	114	115	115	115	115	
Boston and Providence			146		148	
Boston, Hartford & Erie						
.. 7s	22	24	25	24	24	23
Cheshire, pref.						
Chi., Burl. & Quincy	88	88	90	92	94	92
Concord						
Connecticut River						
Eastern	94	94	95		94	
Fitchburg				129		
Manchester & Law're						
Michigan Central	72	76	76	76	76	76
Northern, N. H.	102		104		104	
Ogdens & Lake Champ.			59		60	59
.. pref.			94		94	
Old Colony	109		109	110	110	
Ph. W. & Baltimore	52	52	52		51	
Port'd, Saco & Ports	120		128			
Union Pacific						
.. 6s			70		75	73
.. Land Grant 7s						
.. Income 10s	53			52	53	
Vermont & Canada						
Vermont & Mass.						
South Boston (Horse)						
Cambridge						
Metropolitan						
Middlesex						
Central Mining Co.						
Copper Falls				23	21	22
Franklin	41	44	44	44	41	
National						
Quincy	37		37	36	35	36

## London Stock Exchange.

Closing Prices.

	Sept. 26.	Sept. 19.
Atlantic & Gt. W. 1st mort., \$1,000.	73	75
Do. 2d mort., \$1,000.	69	61
Do. Con. mort. B'nds Bisch's Cert.	33	38
Do. Reorg. Scrip.	97	93
Do. Leas. Lines, Rental Bonds.	85	89
Detroit & Milwaukee 1st mort. Bonds	65	70
Do. 2d do.	65	70
Erie shares 100 dol. all paid.	42	43
Do. 6 per cent Convertible Bonds.	96	98
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	90	93
Illinois Central \$100 shares all paid.	82	84
Do. Redemption mort. bonds 6 p.c.	102	104
Illinois & St. Louis Bridge 1st mort.	102	104
Marietta and Cincinnati Rail. Bonds.	82	86
Michigan Central 8s 1882, conv.	85	90
Panama 2d mort.	84	86
Panama General mort.	97	99
Pennsylvania, 2d mort.	90	97
Do. General mort.	96	98
Do. \$50 shares	41	43
Philadelphia & Erie 1st mort.	99	100
Do. with option to be paid in Phila.	97	98

## American Railroad Journal.

Saturday, October 11, 1873.

## Stock Exchange and Money Market.

The Money movement, though very gradual in its progress, has been more favorable to responsive borrowers. The supply has been on the increase, and rates have been settling to a more uniform and less oppressive basis. Call loans have been quoted off to the legal rate of 7 per cent, and in instances a fractional commission, for prompt accommodation. And in the discount line, the quotations have been from 10@18, generally 12@15 per cent per annum, on marketable grades of business paper. The demand for aid has been, of course, quite active, but lenders have been meeting it with more readiness and liberality. The city banks have been considering their resources, and have made encouraging headway in this direction. Their deposit line has been augmented, indicating reviving confidence in the general situation. They have not as yet resumed the publication of their weekly averages, and probably will not do so until they shall have retired and cancelled the interest bearing certificates made use of during the severity of the pressure for Clearing House purposes, and the need for which is now diminishing with the improvement in business affairs, and the certain, even if tardy, return of financial and commercial negotiations to their legitimate channels.

ness affairs, and the certain, even if tardy, return of financial and commercial negotiations to their legitimate channels.

The U. S. Sub-Treasury, last week, reduced its currency balance \$1,322,697, and added to its coin reserve \$2,952,033. Its currency balance at the close of the week was \$3,084,639; and its coin reserve \$54,330,884.

The Gold movement has been less active, and under the influence in part of the free importations of specie from England, the price has declined and closed weak. The range of the price during the week as far as reported has been from 109 $\frac{5}{8}$ @110 $\frac{1}{8}$ , and the quotation on Wednesday was 109 $\frac{3}{4}$  against 110 $\frac{1}{8}$  on Wednesday of the preceding week. The specie outflow last week, was \$674,861, mainly in silver.

The cash balances of the Treasury Department on Tuesday were: Currency, \$3,946,857; special deposits of legal tenders for the redemption of certificates of deposit, \$11,300,000; coin, \$81,407,244. Coin certificates, outstanding, \$33,589,200; outstanding legal tenders, \$358,649,000.

The customs demand for Gold last week, averaged \$352,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$100,431,349, against \$119,420,941 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$55,235,229, against \$59,361,321 during the same time in 1872. The export drain of specie since January 1, 1873, has been \$42,940,112 against \$60,483,350 during the same portion of 1872.

Foreign Exchange has improved in price, and has been of readier sale, though closing irregularly, and rather lower. Bankers' sixty day bills on London closed on Wednesday at 107@107 $\frac{1}{4}$ ; sight bills on London, at 108@108 $\frac{1}{4}$ . The week's exports of Domestic Produce have been to the enormous currency value of 8 $\frac{3}{8}$  millions.

A much more confident demand has been noted for Government securities, prices of which have advanced, closing firmly and buoyantly. The inquiry has been mostly from investment buyers.

U. S. sixes of 1881 closed on Wednesday of this week at 115 $\frac{1}{4}$ @115 $\frac{1}{8}$ ; U. S. Five-Twenties of 1862, 109@109 $\frac{1}{4}$ ; U. S. Five-Twenties of 1864 at 110@110 $\frac{1}{8}$ ; U. S. Five-Twenties of 1865 consolidated 113 $\frac{1}{4}$ @114; U. S. Five-Twenties of 1867, 115 $\frac{1}{4}$ @115 $\frac{1}{8}$ ; U. S. Five-Twenties of 1868, 114 $\frac{1}{4}$ @114 $\frac{1}{8}$ ; U. S. Ten-forties at 109 $\frac{1}{4}$ @110; U. S. Fives of 1881 (Funding Loan) 107 $\frac{1}{4}$ @108 $\frac{1}{4}$ ; Six per cent. currency Sixes from 111 $\frac{1}{4}$ @111 $\frac{1}{8}$ .

Business in Railway and Miscellaneous securities has been more active at advanced prices, closing, however, rather variably.

There has been a fair average investment inquiry noted for State and Railway bonds, at much steadier prices. Central Pacific first mortgage six per cents closed at from 93 $\frac{1}{2}$ @94.

From the Central Pacific Railroad, the September statement of earnings is a very encouraging one; showing a total increase from earnings, for that month, of the large sum of \$1,392,125, which largely exceeds those of any month since the road opened. The corresponding month last year the total receipts were \$1,254,688 or \$137,437 less than the month just closed,



The import entries of foreign merchandise at New York, including dry goods, amount for the past week to \$7,764,447.

General business has been quite brisk in the line of dealings in Breadstuffs, especially for export, at firmer prices. Cotton, has been offered less freely and quoted higher, but has been quiet. Provisions have been moderately sought after, closing irregularly. Petroleum and Naval Stores in better demand, and held more confidently. Tobacco, Wool, Hemp, Seeds, and Metals have been quiet; Metals closing in favor of buyers. Groceries have been inactive and depressed. Live Stock have been held higher, but have been quite moderately dealt in. Ocean freights closed less firmly, on a tamer movement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Atlantic and Pacific pref., 16; Rensselaer and Saratoga R. R., 100; St. Louis and Iron Mt. R. R., 65; do. 1st mort., 92; do. 2d mort., 80; Delaware, Lackawanna and Western 7s, conv., 96½; Boston, Hartford and Erie 1st mort., 24; Lake Shore div. bonds, 89; Milwaukee and St. Paul 1st mort., LaC. div., 84; do. Iowa div., 80; Toledo, Peoria and Warsaw 1st mort., E. D., 86; do. W. D., 80; Gt. Western 1st mort., 1888, 92; Clev., Col., Cin. and Ind. 1st mort., 99½; North Missouri 1st mort., 80½; Ohio and Miss. consol., S. F., 89; Long Dock bonds, 95; Galena and Chicago 2d mort., 96; Louisville and Nashville 7s, consol., 1898, 92½; Lake Shore and Michigan Southern 7s consol., coupon, 90; Cedar Falls and Minnesota 1st mort., 75; Central of New Jersey 1st mort., new 101½; Western Union Telegraph, 68¾; do. 7s, 95; Consol. Coal of Md., 46; Maryland Coal, 17½; Spring Mt. Coal, 40; Adams Exp., 84; U. S. Exp., 57½; Wells-Fargo Exp., 68; Am. Exp., 58; N. Y. State 7s, B. L. reg., 104¾; South Carolina 6s, new, Jan. and July, 11; Brooklyn 6s, W. L., 92.

**Philadelphia.**—Pennsylvania and New York 7s, 97½; Philadelphia and Reading 7s, 1893, 100; do. 7s, new conv., 99; do. Gen'l mort. 7s, reg., 99¾; do. coupon, 97; do. debent. bonds, 77; Lehigh Valley 7s, 101¾; Steubenville and Indiana 6s, 70; Huntingdon and Broad Top 2d mort., 85½; Ithaca and Athens 7s, 100; Camden and Atlantic R. R., 32; Philadelphia and Trenton R. R., 118; Catawissa R. R., 15; do. 7s new, 95; Allegheny County 5s, 80; Fulton Coal, 5½; Camden City 6s, 100. The latest quotations are: City 6s, 97@100; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 101@102; do. 3d series, 105@107; Philadelphia and Reading 5½@53; do. Gen'l mort. 7s, coup., 96½@97½; do. reg., 99½@100; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 98@99; United New Jersey R. R. and Canal Co., 116@—; Camden and Amboy 1st mort. 6s, 1889, 95@97; do. 1883, 89@91; do. 1889, 87@88¾; Pennsylvania R. R., 49@49½; do. 1st mort., 95@101; do. 2d mort., 94½@95½; do. General mort. coupon, 85@90; do. reg., —@93½; Little Schuylkill R. R., 44½@45½; Morris Canal, 45@—; do. pref., 120@—; do. 6s, 89@—; Susquehanna Canal, 62@9; do. 6s, 65@75; Schuylkill Nav., 62@7; do. pref., 9@11; do. 6s, 1882, 65@72; do. 1872, 78@79; Elmhurst and Williamport pref., 36@38; do. 7s,

1873, 93@94; 5s, do. 55@60; Lehigh Coal and Navigation 28½@28¾; do. 6s, 1884, 86@88; do. R. R. Loan, 90@92; do. Gold Loan, 85¾@86¼; North Pennsylvania, 45@49; do. 6s, 98@100; do. 7s, 96@100; do. Chattelle 10s, —@112; Philadelphia and Erie, 18@24; do. 6s, 85@87; Minehill, 50½@51; Catawissa, 13@15; do. pref., 39¾@40; do. 7s, 1900, 94@97; Lehigh Valley, 58¼@58¾; do. 6s, new coupon, 93@95; do. reg., 96@97; do. 7s, 101@101¾; Fifth and Sixth streets, (horse,) 52@56; Second and Third, 57@58; Thirteenth and Fifteenth, 19¼@21; Spruce and Pine, 25@30; Green and Coates 45@46; Chestnut and Walnut, 58@60; Hestonville, 15½@17; Germantown, 34@—.

**Boston.**—Cincinnati, Sandusky and Cleveland R. R., 10¼; Connecticut and Passumpsic Rivers R. R. pref., 83¾; Boston and Lowell R. R. new, 105; Rutland pref., 45¼; Worcester and Nashua R. R., 121¼; Atchison, Topeka and Santa Fe 7s, 61½; do. 7s, L. G., 62; Eastern R. R. 6s, 1874, 96¾; do. 7s, 1882, 98½; Boston and Albany 7s, 1892, 103½; Burlington and Missouri River R. R. in Iowa, 88; do. in Nebraska, 43; do. 8s, in Nebraska, 90; Michigan Central 7s, 1892, 95¾; Boston Water Power Co., 18; Cary Imp., 7¾; Brookline Land, 4¾; New Hampshire 6s, 97; Boston 5s, 1883, gold, reg., 97½; do. 6s, 1880, currency, 99; St. Louis 6s, 1888, 86; Chicago 7s, 1892, 96; Cook Co., Ill., 7s, 1892, 94¾; Cambridge 6s, 1903, 92; Roxbury 6s, 1876, 97¾; Bangor 6s, 1894, 86¾; Nashua 6s, 1875, 96; Allouez Mining Co., 10½; Calumet and Hecla, 143; Pewabic, 8; Rockland, 1½; Shuniah Silver, 25c.; St. Clair, 1¼.

**Baltimore.**—Virginia consols, coupons, 75; Maryland Defense 6s, 102½; Union R. R. 1st mort., 91; Orange, Alex. and Manassas 7s, 77¼; Atlantic Coal, 225. The latest quotations are: Wilmington, Columbia and Augusta bonds, 72@76; Wilmington and Weldon bonds, 90@—; Pittsburg and Connelisville 7s, 1898, 88@90; Baltimore and Ohio, 161@170; do. 6s, 1875, 96@98½; do., 1880, 97@97; do., 1885, 91@94; Parkersburg Branch, 9@11; Northern Central, 29@31; do. 6s, 1885, 85@92; do., 1900, 82@85; do., 6s, 1900 gold, 86½@90; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 97½@100; do., 2d mort., 7s, 88@90; do., 3d mort., 8s, 75½@76; Central Ohio, 29@30; do. pref., 40@40; do. 1st mort., 82½@84¾; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 85½@87; do., 3d mort. 8s, 87½@89; do., 4th mort. 8s, 75@79; Orange, Alex. and Manassas 7s, 76@78; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 98½@98¾; do., 1884, 94½@95; do. 1886, 96@96; do. 1890, 95½@96; do., 1893, 95@96; do. 1893, exempt, 100@101½; do., 1900, exempt, 95@95; do. 1900, new, 96¼@96½; do. 1902, 95@95¾; Memphis City 6s, —@50; Maryland Defense Loan, 1883, 102½@103; Virginia 6s, old, 87@—; do. coupon old, 83@88; do. consol. 6s, 48¼@48¾; do. coupons, 70@76; West Virginia, 10@

11; City Passenger R. R., 16@22; George's Creek Coal, 115@150.

#### Coal and Iron—Coal Superseded—Vapor Fuel.

It has been well said that iron and coal are the corner stones of England's commercial supremacy. But we think it also true that a cunning hand and an inventive brain were equally efficacious and essential in arriving at that result.

Whether this or that nation is henceforth to take the lead in the arts and manufactures, or whether the United States are bound to distance all other nations in the great international struggle for control of the markets of the world, we are not now to stop to inquire.

This point alone we wish simply to record just here and now. The sceptre of "King Coal" is about to pass away. A new heating agent has been discovered and utilized, that is a complete substitute for coal in its every possible application.

We may properly state that we have recently secured for the JOURNAL, the services of a writer and scientist who has made the subject of fuels and combustion, a practical study continuously, for ten years past, and therefore knows whereof he speaks.

The line of his researches has been in the direction of gaseous or vapor fuel rather than solid fuels.

This writer, who is an inventor or discoverer as well, assures us that when the results of those discoveries shall practically be made known, and the new fuel system put into general use, the great coal monopolies and combinations will melt away like snow at the touch of fire.

Those monopolies have chosen the worst possible time for attempting to rivet upon the public their schemes of extortion; for the new fuel, Vapor Fuel as it is properly called, or rather the basis of it, Petroleum, is at this very time being produced in almost fabulous quantities, in all the old and in some new oil bearing districts in our country.

Yes, Petroleum, and all similar substances, are the articles to be used for the production of this new fuel. It is first converted into a gas, and then intermixed with the requisite amount of air and steam under proper conditions, and this product conducted in pipes to the place of combustion and thus ignited and burnt in suitably constructed furnaces.

As a steam fuel, coal, by comparison with it, is nowhere, for its various advantages in this respect admit of no comparison. For reducing and refining ores, for working in iron, steel and metallurgy generally, its merits are infinitely superior to any other fuel.

From the total absence of sulphur and all other hurtful ingredients, Vapor Fuel produces from the poorest of ores, even a better than charcoal iron.

While the results obtained are so greatly superior, it is gratifying to know that the cost of this fuel is less than half that of coal, and the supply increasing and unlimited.

We deem it most fortunate that this great discovery has been perfected at this time, when the price of coal seems to be going up, and the supply of Petroleum so very abundant and cheap.

The great industries of the countries are in process of rapid development and change, especially



in all those branches relating to iron and steel; and who knows or can predict what important results will be due to the discovery and application of "Vapor Fuel" to the various uses we have named. That it is destined to become a substitute for coal, and to become also an important adjunct to metallurgy no one can doubt.

In this connection we may also state that Petroleum is already being used in many places to furnish illuminating gas, and the gentleman already referred to, connected with this office, informs us he has also devised a method whereby Petroleum and other Hydrocarbons may be successfully utilized to furnish all the fuel and heat of towns and cities, for warming, cooking, &c., in the same manner that illuminating gas is now served out and used.

This is indeed a novel and momentous innovation, and one well worthy the attention of oil producers, as affording a new field for its use, and a profitable relief from the evils of an increasing and already overcrowded supply.

Our associate will doubtless make himself heard soon through these columns on the above and similar subjects.

#### Safety Car Lamps.

It is only a few days ago that a careless employee on one of our railroads dropped his lighted kerosene lamp, and almost instantly a frightful volume of flame filled half the car, sending the passengers flying for their lives through the windows and every other way. Being an ordinary passenger car, they fortunately escaped with their lives, though many were seriously burned and otherwise injured.

But suppose this thing had occurred at dead of night, in a sleeping car filled with men, women and children, all wrapped in deep slumber. Filled with the most combustible of materials, cotton drapery and the like, instead of a miraculous escape, we would have had to record the sickening details of another fearful holocaust of fire; for in such case it would be a miracle indeed if one should escape.

Here, then, is a loud warning to all railroad companies; for we believe there are excellent devices for lighting up cars, whereby such accidents may be rendered impossible. Then we say, let a knowledge of all such inventions be heralded far and wide, and brought home to the knowledge of every company; and after that, if officers of roads neglect to employ the best known preventives of similar disaster, they will be called to a terrible reckoning in every case of fatal accident arising from such neglect.

The receipts of the Central Railroad Company of New Jersey for the nine months ending September 30, 1873, were \$6,552,033 13, the expenses \$3,254,282 92, and the net receipts, \$3,297,750 21. In the corresponding period of 1872 the receipts were \$5,383,675 85, the expenses \$3,138,083 01, and the net receipts \$2,245,592 84—showing an increase in receipts of \$1,168,357 28, in expenses of \$116,199 91, and in net receipts of \$1,052,157 37.

The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 22, are: freight, \$46,596 72; passengers, \$33,847 92—total, \$80,444 64.

#### New Steam Passenger Car.—Rapid Transit.

The season is fast approaching when long-suffering New Yorkers must nerve themselves up to endure, as best they may, the terrible discomforts incident to snow blockades, and long, cold, weary hours passed in the horse cars going to and from business.

We see no way of avoiding for the coming winter, and indeed for many winters yet to come, the growing evil of past seasons, but in the immediate application to existing lines of a new steam passenger car, designed to take the place of horses and of dummies entirely.

The last Legislature authorized the employment of any new propelling power on the roads in any city, subject to the regulation of the municipal authority.

It is not a moment too soon to bestir ourselves in this matter.

The plan of the improvement, as shown and explained to us, comprises a small steam motor of peculiar construction, placed underneath the car, propelled by steam generated by vapor fuel—the whole being noiseless, and without smoke, coals, ashes, cinders, or any puffing whatever. This motor can be worked anywhere from 5 to 20 horse power, can be applied to present cars, and will as readily draw a train of 4 to 6 of them, as one; and if the track could be cleared would run from the City Hall to Harlem in 15 minutes.

For humanity's sake let us try something this season—anything that promises relief, and thus afford some sort of an escape valve for the mountains of pent-up indignation that are sure to be engendered by the lack of quick, comfortable transit during the long winter months, so near upon us.

We understand the owners of both the steam car and the rotary engine, as is usual with inventors, are without capital to push matters. Here, then, is a splendid opportunity for somebody.

By way of adding our mite, we will undertake to put any inquirers through this office in immediate communication with the inventor.

#### A New and Powerful Steam Engine.

We have been shown a small working engine of an entirely new style, which seems to overcome every objection hitherto urged against the rotary principle. Experts in such matters assure us that this machine possesses all the elements of complete success, and a perfect rotary, a desideratum long sought after by steam engineers. It is pronounced at once simple, extremely compact, of great power, economical to run, and can be built and sold for about half the price of any other machine of equal power.

#### That Fire Extinguisher.

What has become of that wonderful Fire Annihilator, the Stanton Fire Extinguisher, we believe it was called, over in Brooklyn, about which so much was promised, a little time ago? Has it gone up, or what's the matter? We are moved to make this inquiry because several of our friends have been making inquiries about it lately, who were waiting to buy, if it would perform half it promised.

The earnings of the St. Louis, Kansas City and Northern Railway in September, 1873, were \$286,242, against \$232,819 in September, 1872—an increase of \$53,424.

The principal of the public debt of the United States, July 1, 1870, amounted to \$2,480,672,427, against \$2,353,211,332 on the 1st of July, 1871, \$2,253,251,328 on the 1st of July 1872, and \$2,294,482,993 on the 1st of July, 1873. This last statement is made without regard to the interest due and unpaid, or accrued, or cash in the treasury at the dates named. By adding interest due and unpaid, and interest accrued, and deducting cash in the treasury for the past two fiscal years, we have the following result: Balance of obligations July 1, 1872, \$2,191,486,343 62; balance of obligations, July 1, 1873, \$2,147,818,713 57; leaving a net reduction during the fiscal year of \$43,667,630 05. The reduction for three years, from July 1, 1870, to July 1, 1873, is \$246,189,434. The net reduction during the last fiscal year being only \$43,667,530, is rather less than one-fifth of the whole reduction as shown by the aggregate figures given. But this, as assumed by the *New York Evening Post*, is because the net receipts of the year 1872 exceed those of the year 1873 by forty one and a half millions, while the total expenditures of 1872 fall short of those of 1873 by thirteen millions. The cause of this falling off in receipts need not be specifically examined at present, further than to say that the tariff has furnished less by almost thirty millions than it did last year, and the Internal Revenue Department shows a falling off of almost seventeen millions. Five millions more of the income of 1873 than of that of 1872 are, however, credited to miscellaneous sources.

Mr. S. S. Blair, superintendent of the Baltimore Division of the Northern Central Railway, between Baltimore and Harrisburg, has been transferred to the Tyrone Division of the Pennsylvania Railroad, where he will be superintendent of about one hundred and seventy-five miles of road, viz: Tyrone to Clearfield, Tyrone to Lock Haven, on the Philadelphia and Erie road, and Tyrone to Lewisburg, (about being completed,) on the Philadelphia and Erie road, six miles north of Sunbury. Mr. Blair has held his position on the Baltimore Division for over ten years. Mr. George C. Wilkins has been appointed to the position made vacant by Mr. Blair. He has been superintendent of the Tyrone Division for several years.

The earnings of the Central Pacific Railroad for the month of September, 1873, were \$1,392,125, against \$1,254,688 in September, 1872, and \$995,921 in September, 1871. For the first eight months of 1873 the earnings have been \$10,183,178 against \$9,307,444 for the first eight months of 1872, and \$6,916,474 for the first eight months of 1871—an increase this year over 1872 of \$875,734, and over 1871 of \$3,266,704.

The earnings of the Erie Railway Company for the week ending Sept. 30, 1873, were \$432,800, and since July 1, \$5,378,201—an increase over the corresponding period of the previous year of \$447,936.

Mr. Robert V. Dohaney has been engaged by the Annapolis and Elkridge Railroad as Master of Machinery on the road.

The Eastern Railroad of France owns 905 locomotives, 2,386 passenger carriages and 22,086 goods trucks and wagons of various kinds.



## Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.		
	1872.	1873.
Manufactures of wool....	\$2,478,130	\$2,870,605
" cotton....	1,492,261	1,247,509
" silk....	2,009,211	2,168,343
" flax....	973,468	923,069
Miscellaneous dry goods..	622,092	548,125

Total entered for consump. \$7,575,162 \$7,757,651

## WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$3,251,822	\$1,949,632
" cotton....	758,396	500,970
" silk....	1,359,851	944,449
" flax....	470,900	565,710
Miscellaneous dry goods..	221,063	212,287

Total withdrawn from warehouse \$6,061,532 \$4,173,048

Add entered for consump 7,575,162 7,757,651

Tot. thrown on the market. \$13,636,694 \$11,930,699

## ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$1,707,557	\$1,467,071
" cotton....	621,012	417,823
" silk....	884,784	563,470
" flax....	588,717	578,781
Miscellaneous dry goods..	142,422	125,101

Total entered for wareh'g. \$3,944,492 \$3,152,246

Add entered for consump 7,575,162 7,757,651

Total entered at the port. \$11,519,654 \$10,909,897

The imports of foreign dry goods at New York for nine months ending with September, were:

ENTERED FOR CONSUMPTION.		
	1872.	1873.
Manufactures of wool..	\$19,722,255	\$20,580,733
" cotton	17,132,202	16,181,971
" silk	21,543,641	15,745,444
" flax	10,114,698	9,051,033
Miscellaneous dry goods.	7,563,529	5,602,355

Total entered for cons'p. \$76,076,325 \$67,161,536

## WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$15,886,288	\$12,908,927
" cotton..	7,246,590	7,167,560
" silk	8,276,083	7,789,796
" flax	6,026,893	5,450,546
Miscellaneous dry goods.	1,654,849	1,509,689

Total withdrawn from warehouse \$38,090,703 \$34,826,518

Add entered for consump. 76,076,325 67,161,536

Total thrown on the market. \$114,167,028 \$101,988,054

## ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$17,497,619	\$12,202,039
" cotton..	7,737,092	6,370,876
" silk	9,468,967	7,016,374
" flax	6,557,365	4,668,791
Miscellaneous dry goods.	2,115,550	1,474,092

Total entered warehouse. \$42,376,593 \$31,732,172

Add entered for consump. 76,076,325 67,161,536

Total entered at the port. \$118,452,918 \$98,893,708

The last stone of the International bridge across the Niagara river at Fort Erie, was laid on the 2d inst. The bridge is expected to be ready for the passage of trains on the 27th instant.

The extent of new line opened in France from April 1, 1872, to March 31, 1873, was 3231 miles. The aggregate length of line worked March 31, 1873, was 11,165 miles.

At a meeting of the stockholders of the Toledo, Wabash and Western Railway, at Toledo, Ohio, on the 1st inst., the following gentlemen were elected directors: John F. Tracy, Sidney Dillon, Milton Courtright, John S. Casement, P. L. Cable, John Ross, J. D. Cox, A. J. Crawford, A. Schell, Kenyon Cox, William L. Scott, George Cecil, E. C. Benedict, John R. Cecil, and S. W. Phelps. After the election the new board organized and elected. ex-Secretary of the Interior J. D. Cox as president.

The Lynchburg Republican learns that the track layers on the Lynchburg and Danville Railroad have reached Otter River, distant nineteen miles from Lynchburg. This stream will be crossed with a trestle bridge, the work on which will be urged with all possible expedition, the timbers being all ready to be placed in position.

## Statement of the Public Debt of the United States October 1, 1873.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$250,000 00
6 per cent. 1881 bonds, 1861..	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	2,839,820 25
6 per cent. 5-20 bonds, 1862..	187,932,550 00	4,698,313 75
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	810,697 08
6 per cent. 5-20 bonds, 1864..	946,600 00	23,665 00
6 per cent. 5-20 bonds, 1864..	53,185,000 00	1,454,625 00
6 per cent. 5-20 bonds, 1865..	132,842,750 00	3,321,068 75
6 per cent. consols, 1865.....	202,759,250 00	3,041,388 75
6 per cent. consols, 1867.....	311,178,700 00	4,687,680 50
6 per cent. consols, 1868.....	37,474,000 00	592,110 00
5 per cent. funded loan of 1881	274,000,000 00	2,233,323 33

Aggregate of debt bearing coin interest..... \$1,723,567,500 00 \$25,868,102 41

Interest due and unpaid..... 6,125,958 22

DEBT BEARING INTEREST IN LAWFUL MONEY.

	Amount Outstanding.	Interest due and unpaid.
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$105,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	2,260 00

Aggregate of debt bearing interest in lawful money.... \$14,678,000 00 \$107,260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,965 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	22 00
6 per cent. bounty land scrip, 1847.....	3,500 00	226 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	9,450 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	14,435,450 00	170,765 43
-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 4 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	67 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.....	3,150 00	378 00
73-10 per cent. 3 years' treasury notes, 1861.....	19,250 00	1,440 05
5 per cent. 1 year notes, 1863.....	81,885 00	4,106 85
5 per cent. 2 year notes, 1863.....	56,350 00	3,819 67
6 per cent. compound interest notes, 1863-64.....	464,190 00	92,561 30
73-10 per cent. 3 years' treasury notes, 1864-65.....	267,860 00	22,429 69
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,580 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity..... \$15,754,130 26 \$381,177 99

DEBT BEARING NO INTEREST

	Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$79,742 50	
Legal tender notes, 1862-63.....	356,000,000 00	
Certificates of deposit.....	11,250,000 00	
Fractional currency, 1862-3-4.....	46,229,391 53	
Coin certificates, 1863.....	33,935,400 00	
Unclaimed interest.....		13,664 84

Aggregate of debt bearing no interest..... \$447,494,534 03 \$13,664 84

## RECAPITULATION.

Amount Outstanding. Interest.

Debt bearing interest in coin, viz:

Bonds at 6 per cent..... \$1,235,000,200 00

Bonds at 5 per cent..... 438,567,300 00

\$1,723,567,500 00 \$31,581,060 63

Debt bearing interest in lawful money, viz:

Certificates at 4 per cent..... 678,000 00

Navy pension fund, 3 per cent. 14,000,000 00

\$14,678,000 00 107,260 00

Debt on which interest has ceased since maturity..... 15,754,130 26 331,177 99

Debt bearing no interest, viz:

Old Demand and legal-tender notes..... \$356,079,742 50

Certificates of deposit..... 11,250,000 00

Fractional currency..... 46,229,391 53

Coin Certificates..... 33,935,400 00

\$477,494,534 03

Unclaimed interest..... 13,664 84

\$2,201,496,164 29 \$23,083,523 46

Total debt, principal and interest, to date, including interest due and unpaid..... \$2,233,579,687 75

AMOUNT IN TREASURY.

Coin..... \$80,246,767 54

Currency..... 2,289,032 04

Special deposit held for redemption of certificates of deposit as provided by law... 11,250,000 00

\$94,785,799 58

Debt, less amount in Treasury, Oct. 1, 1873.. \$2,138,793,898 17

Debt, less amount in Treasury, on the 1st ult. 2,140,695,356 33

Decrease of debt during the past month.. \$1,901,467 16

Decrease of debt since March 1, 1873..... 18,586,302 36

Decrease from March 1, '69 to March 1, '73. 36,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

INTEREST PAYABLE IN LAWFUL MONEY.

Amount Outstanding. Accrued Interest not paid.

Central Pacific bonds, 1862-64..... \$25,885,120 00 \$388,276 80

Kansas Pacific bonds, 1862-64..... 6,303,000 00 94,545 00

Union Pacific bonds, 1862-64..... 27,236,512 00 409,547 63

Central Branch Union Pacific bonds, 1862-64..... 1,600,000 00 24,000 00

Western Pacific bonds, 1862-64..... 1,970,560 00 29,568 40

Sioux City and Pacific bonds, 1862-64..... 1,623,320 00 24,424 80

Totals..... \$64,623,512 00 \$969,352 68

Interest paid by United States, \$20,447,986 26; interest repaid by transportation of mails, &c., \$4,422,111 38; balance of interest paid by United States, \$16,025,874 83.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1873.

WILLIAM A. RICHARDSON,

Secretary of the Treasury.

The first rail was laid on the 7th inst. on the Rochester and State Line Railway from Rochester to Salamanca, and connecting the Atlantic and Great Western and the New York Central Roads thus forming a new and direct route between the East and West.

The Westinghouse and Heberlein brakes are about to be submitted to careful trials on the Belgian State lines. Recent accidents have directed a large amount of attention in Belgium just now to the question of brakes.

The Supreme Court of Illinois has decided that telegraph companies are bound to transmit messages correctly in the first instance, and that an additional charge for repeating, to insure correctness, is a fraud upon the public. A similar decision has been given in Ohio.

A contract was executed on the 4th inst. for the leasing of the contemplated Lowell and Andover Railroad to the Boston and Maine R. R. Co. for 99 years, which ensures its construction, for which proposals will immediately be issued.

A new iron bridge is to be built over Little river, between Middletown and Cromwell, (Conn.) at a cost of \$4,000.



**Steam on the Canals.**

We believe the time is near at hand when the final trial is to be made of the numerous devices for more rapid transit on our canals.

As at present advised we don't think the prize offered by the State for the best method has been earned by anybody.

We understand the manipulators of the Baxter scheme are going to make another desperate effort to capture the award of \$100,000.

Can anybody tell us what there is about the Baxter machine that entitles it to serious consideration?

In our opinion the time should be extended for further and more effectual competition.

And by the bye we call upon our friend, E. MYERS, Esq., now sojourning in this city, to come forward and help us if possible in this emergency. If we are not mistaken, he stands at the top of the engineering profession in London, is perfectly familiar with all the European styles of Canal transit, and, "blue blooded Briton" though he be, surely will not feel himself above lending a hand toward solving this most difficult canal problem—and more especially as the little matter of £20,000, is to be the reward of the successful inventor.

New York, Oct. 5th, 1873.

TO THE EDITORS AMERICAN R. R. JOURNAL:

I am engaged in constructing a line of railroad in one of the Western States, something over two hundred miles in length, and am continually making purchases of various kinds of railroad supplies.

I have carefully looked over the columns of the JOURNAL with a view of ascertaining the best kind of truck for freight and passenger cars, the most approved self-coupling device, and also the best and most effective car brake in use.

Seeing nothing of the kind advertised, I wish to inquire if you can furnish me the desired information respecting the articles named, and oblige

Truly Yours,

E. M.

The writer of the foregoing letter is a gentleman with whom we are personally well acquainted, and he is one of the most reliable, soundest business men in the country. Whatever kind of railroad supplies should be deemed best and accepted by him, would doubtless be adopted by some 6 or 8 other roads building or about commencing in his State. And here, again, is a most forcible proof of the great utility of advertising all such things in the columns of such journals as are read by all railroad people.

At the annual meeting of the stockholders of the New York, Providence and Boston Railroad Company, held at Stonington, Conn., on the 30th ult., the report of the directors for the year ending Aug. 31, was submitted. It showed that the receipts for that period from the business of the road were \$938,631, and the current expenses \$550,311, making the net earnings \$388,319. Dividends and interest to the amount of \$272,825 were paid, leaving a surplus of \$110,494. The general balance sheet, which includes bonds sold and new stock issued, shows a total of receipts of \$1,202,985, and expenditures equalling the same, with the exception of \$29,066 cash on hand. The business of the road shows a large increase over the year 1872.

**Worcester County Railroad.**

The third annual statement of the Worcester County, Maryland, Railroad Company (extension of the Salisbury and Berlin Railroad to Snow hill), has just been made public. The statement covers the operations of the road for ten months and twenty days, and shows the net earnings to have been \$2,335 26 $\frac{3}{4}$ %. The gross earnings were \$10,029 40 $\frac{1}{4}$ %, and the aggregate expenses \$7,694 13 $\frac{1}{4}$ %, of which \$7,111 11 $\frac{3}{4}$ % were paid the Washington and Potomac Company for operating the road. Some idea of the value of the road may be inferred from the outlet which it has furnished for the products of the country through which it passes. There were shipped of grain 21,931 bushels; of lumber 1,505,200 feet; of berries 39,510 pounds; of oysters 18,262 bushels, and other things in like proportion. There are few of the old Peninsula Railroads which can show a better annual statement than this. When we remember that there are but three stations on the road the statement is surprising.

**Illinois Central Railroad.**

The statement of this Company for the month of September, 1873, is as follows:

**LAND DEPARTMENT.**

Acres Construction Lands	
Sold.....	2,633.44 for \$21,369 03
Acres Interest Fund Lands	
Sold.....	..... for .....
Acres Free Lands Sold....	120.00 for 1,080 00
Total sales during the m'th	
of September, 1873.....	2 753.44 for \$22,449 03
To which add Town Lot	
Sales.....	..... for 70 00
Total of all.....	2,753.44 for \$22,519 03

Cash collected in Sept., 1873..... \$45,958 49

**ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.**

	In Illinois.	In Iowa.	Total.
	707 Miles.	402 Miles.	1,109 Miles.
Freight.....	\$426,702 00	\$144,370 00	\$571,072 00
Passengers..	125,211 35	48 514 20	173,725 55
Mails.....	6,375 00	3,059 24	9,434 24
Other sources	119,625 00	2,555 76	122,180 76

Total Sept. '73. \$677,913 25 \$198,499 20 \$876,412 55  
Total actual  
earn'gs, Sept.,  
1872..... \$578,489 24 \$166,292 99 \$744,782 23

The Staunton (Va.) Vindicator gives the following as the present condition of the Valley Railroad: "The directors have resolved to build the line to Salem as they did the line from Harrisburg—that is, the heavy work first and the light work last—and with this view the light parts of the work are not put under working orders, and contractors for them cannot go on. It is stated that the company favorably considers the idea of building the road twenty-four miles to Fairfield, and putting it in running order right away. This would involve the expenditure of \$1,000,000 in this section. It is hardly likely any important move will be made, however, until the financial crisis is over. The company propose to adhere to their original intention of finishing the whole road to Salem in three years."

The tax of three Prussian pennies, hitherto levied upon every newspaper sent from this country to Germany, being in direct contravention of the postal treaty between the two countries, is no longer to be enforced.

**Preservation of Sheet Iron.**

The direction of the Government Railroads of the Netherlands has published the results of some experiments in regard to the preservation of sheet iron used in railroad bridges. From thirty-two sheets half were cleaned by immersion for twenty-four hours in diluted hydrochloric acid; they were then neutralised with milk of lime, washed with hot water, and while warm dried and rubbed with oil. The other half was only cleaned mechanically by scratching and brushing. Four of each kind were then equally painted with red lead, and with two kinds of a red paint of oxide of iron, and with coal tar. The plates were then exposed to the weather, and examined after three years. The result was: (1) That the red lead had kept perfectly on both kinds of plates, so that it was impossible to say if the chemical cleansing was of any use. (2) That one kind of iron oxide red paint gave better results on the chemically treated plate than on the other; in fact, a result equal to that of the plate painted with red lead, while the other kind of iron oxide red gave not very good results on the plates when only scratched and brushed. (3) That the coal tar was considerably worse than the paint, and had even entirely disappeared from those iron sheets which had not been treated chemically, but only cleaned by brushing.—Engineer.

During the nine months since the opening of the Chesapeake and Ohio Railroad there have been opened on its line seventeen coal mines, seven iron ore beds, and twelve iron furnaces. The furnaces already built, or to be early completed, represent an annual production of about 120,000 tons of pig iron, and to convert the ore into rails or other manufactured iron will be require a consumption of nearly 1,000,000 tons of coal.

The change of gauge on the Grand Trunk Railway of Canada was completed on the 4th inst. over the entire line, and the trains resumed their regular trips on the 6th. The International bridge at Buffalo will be completed on the 27th, after which trains can pass between Canada and the Eastern and Western States.

**FOR SALE.**

TWO (2) NEW PASSENGER CARS—47 feet long—low price—can be seen at

**Philadelphia Car Works.**

31st and Chestnut St.,

PHILADELPHIA.

**NICKEL**

AND

**SILVER PLAITING,**

**Bronzing and Coppering**

IN ALL STYLES BY

**A. W. LADD,**

5 Dey St., Room 7, N. Y.

**FOR SALE.**

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 78 passenger—price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

**A. W. LADD**

5 and 7 DEY STREET NEW YORK



# LANSDELL'S Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D, D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

**LENG & OGDEN,**  
IRON AND STEEL DEALERS & IMPORTERS,  
No. 4 FLETCHER STREET, NEW YORK.

Sole Agents for Credenda Steel Gun Barrels and Moulds, and the Cold Drawn Patent Wieldless Steel Tubes.

**NEW JERSEY STEEL AND IRON COMPANY,**  
TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

—MAKERS OF—  
**ROLLED IRON BEAMS,**  
CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,  
**THE MARTIN STEEL!**

The best and cheapest material for FIREBOX PLATES, and all Machinery uses

**A. W. LADD,**

**NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

## REFERENCES:

All the leading Telegraph Companies in the United States.



## WELLAND CANAL ENLARGEMENT.

### Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next, For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Race ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catharines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY-FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.

Secretary.

Department of Public Works,  
Ottawa, 4th Sept., 1878.

Established 1820.

**William J. Young & Sons,**

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO.,  
WM. J. YOUNG & SON,

**MATHEMATICAL & ENGINEERING**

Instrument Manufacturers,

AT THEIR OLD LOCATION

43 NORTH SEVENTH STREET,

PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

## RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

PERKINS LIVINGSTON & POST,

31 New St., cor. of Exchange Place,  
NEW YORK.



**VOSE, DINSMORE & CO.,**National Spring Works,  
MANUFACTURERS OF**VOLUTE****RUBBER CENTER SPIRAL,**

Compound Spiral,

**INDIA RUBBER,****DINSMORE NEST SPIRAL,**

AND OTHER

**Railway Car Springs;**

ALSO IMPORTERS OF AND DEALERS IN

**General Railway Supplies,**No. 32 WARREN, cor. of Church Street,  
**NEW YORK.**

52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

**HARRISBURG FOUNDRY**

—AND—

**Machine Works,**

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

**MACHINISTS' TOOLS,**

SUCH AS

**Lathes, Planers, Shaping and Slot-  
ting Machines, Bolt Cutting  
and Nut Tapping  
Machines, &c.****W. T. HILFRUP, Treasurer.****HEYERDAHL, SCHÖNBERG & CO.**

31 Pine Street,

**NEW-YORK.**

10 Cornhill, E. C.

**LONDON.****STEEL AND IRON RAILS.**

Sole Agents in the United States for

**SAMUEL FOX & CO.'S  
Bessemer Steel Rails.**

RAILROAD SECURITIES NEGOTIATED

**RAILROAD IRON.**2,000 tons best Welsh make 56 lbs.  
2,000 " Extra quality 56 lbs.

For sale by

**DANA & CO.,  
15 William street.****RAILROAD IRON.**THE undersigned, agents for the manufacturers are  
prepared to make **CONTRACTS FOR RAILS**  
delivered free on board at ports in England, or exship at  
ports in the United States.**M. K. JESUP & COMPY,**

59 Liberty St., New York.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't &amp; Treas.

**CLEVELAND BRIDGE & CAR WORKS,**

[ESTABLISHED IN 1850.]

THE

**McNairy & Claflen Mfg. Co.,**

PROPRIETORS,

BUILDERS OF

**Railway & Highway****BRIDGES,**

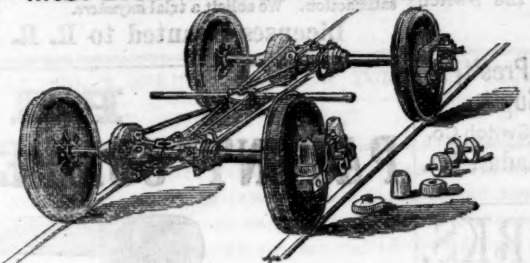
ROOFS,

**Turn Tables, Transfer  
Tables,**

OF IRON AND WOOD.

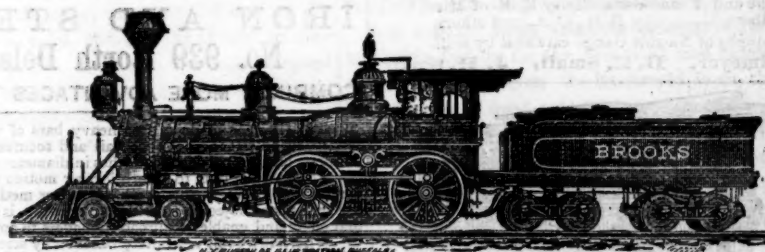
**Railroad Passenger &  
Freight Cars,****Street Railroad Cars.**Post's Patent Iron and Combination Bridges,  
Howe Truss Bridges with Patent Iron Clamp,  
Street Railroad Cars with Higley's Patent Run-  
ning Gear and Brake; also Substructures of  
Pneumatic and Screw Piles.Offices: Waring Block, Cor. Bank  
and St. Clair Sts.Works: On Wagon, Hamilton and  
Lake Sts.**CLEVELAND, OHIO.**

SIMEON SHELDON, Engineer.

**The Lightest Running, Easiest Riding, and  
most Economical Street Car in use.****Higley's Patent Street Car Running Gear and  
Brake, Made and Sold by the McNairy  
& Claflen Manufacturing Co.,  
Cleveland, O.**

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

**Brooks Locomotive Works,****DUNKIRK, N. Y.****Orders Solicited for Locomotives Adapted for  
Every Class of Railway Service.**

M. L. HINMAN, Sec'y &amp; Treas.

H. G. BROOKS, Pres't &amp; Sup't.

**Safe Car Lamp.****MINERAL SPERM OIL.****Williams, Page & Co.,****BOSTON.**Manufacturers of their well-known Car Lamps, and of  
superior Car Candle Lamps, are making**Mineral Sperm Oil Lamps,**now used by all the Roads in Massachusetts, and many  
other roads East and West, and by many of the Pullman  
Palace Cars, in place of Kerosene or Candles. Circulars,  
Lithograph and Price List sent when requested.**WILLIAMS, PAGE & CO.****\$72 00 EACH WEEK.**Agents wanted everywhere. Business strictly legitimate,  
Particulars free. Address, J. WORTH & Co., St. Louis, Mo.**THE  
TAUNTON LOCOMOTIVE  
MANUFACTURING COMPANY,  
TAUNTON, MASS.,**HAVING large facilities, and having had a long experi-  
ence in the business, are prepared to furnish**LOCOMOTIVES,  
EITHER FOR BURNING WOOD OR COAL,****OF THE MOST APPROVED CONSTRUCTION.**

ALSO ALL KINDS OF

**RAILROAD MACHINERY,**

STATIONARY ENGINES AND BOILERS.

**SUGAR MILLS, SHAFTING, ETC.****HARRISON TWEED,**

Agent and Treasurer.

**P. I. PERRIN, Sup't.**



## THE WHARTON Safety Railroad Switch.

**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,  
Of the Wharton R.R. Switch Co.,  
28 South 3d St., Philada., Pa.  
P. O. BOX, 2353, Phila.

## YORK CAR WORKS.

ESTABLISHED IN 1852.

**Billmeyer & Smalls,  
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

### Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small



MANUFACTURERS OF

**Street and Narrow Gauge Cars.**

**CARS BUILT IN SECTIONS FOR SHIPMENT.**

Works and Office, one block from Penn. Cent. R. R. Depot,  
PHILADELPHIA, PA.

**EDWARD J. ETTING,**

105 Walnut St., Philadelphia,  
MANUFACTURERS' AGENT FOR THE SALE OF  
AMERICAN AND FOREIGN

**RAILROAD IRON**

Of every Size, Weight and Pattern.  
**ROLLING STOCK & SUPPLIES.**

Old Rails Re-Rolled & Exchanged for New.

Iron Received on Storage, in Bond or Free,  
Weighed and Delivered. Wharf connected by Track with  
Philadelphia and Reading Railroad.

Special attention paid to the Purchase and Sale of  
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

WM. COURTENAY, President.

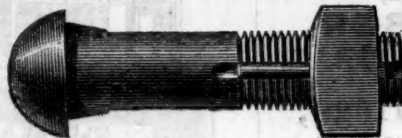
CHAS. F. COBB, Secretary.

## THE LOCK-NUT & BOLT COMPANY OF NEW YORK, No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the  
"CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



IMPROVED

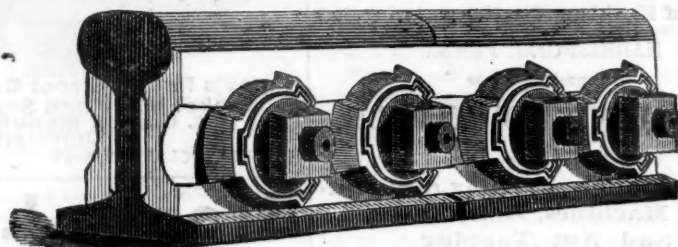
August 23, 1870.

**Unequalled for Cheapness, Simplicity and Effectiveness.**

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

**VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

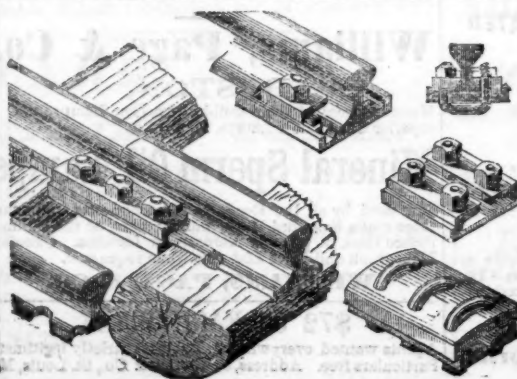
That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail. That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay. That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



**FISHER'S PATENT**

Wrought Iron

**RAIL JOINTS,**

MADE BY

**FISHER & NORRIS,**

**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.